3M MICROFILM

START OF ROLL

ROLL NO.

214

CONSTRUCTION CONTRACTS

9037

OREGON DEPARTMENT OF TRANSPORTATION

. 1979 Martin Cr.-Anlauf Intchg. 9037
. Sec. of Pacific Hwy. (Grade,
. pave, struc, sign & Illum.) #1

CONTINUED

RR 919 3-14-78
RR 931 6-5-78

C1a-6355 6-26-78

OREGON STATE
HIGHWAY DEPARTMENT
P. O. Box 1269
Eugene, Oregon 97401

September 7, 1972

Mr. R. R. Wright
Director of Auxiliary Services
South Lane School District 45J3
103 South Fifth Street
Cottage Grove, Oregon 97424

Dear Mr. Wright:

This is in reply to your letter of August 25 concerning the slip on the Goshen-Divide Highway at the north end of the Divide overcrossing of I-5.

We of the Highway Division are cognizant of this slip problem and presently have our geologists studying the problem to determine a solution.

Until such time as a permanent correction is effected, our maintenance crews will continue to patch out this section of roadway and attempt to keep it as safe as possible.

Very truly yours,

ORIGINAL SIGNED BY WILLIAM ANHORN

William Anhorn
District Engineer

WA:em

bc: J. H. Versteeg/w/copy

J WB WH

9/11/72 w/ltr.
cc: Elliott Parker - Your follow-up.
J W Shelden

Sent cw

In the Heart of Oregon's Lumber Indus

South Lane School District 45J3

PHONE
503 942-3381

103 South Fifth Street
Cottage Grove, Oregon 97424

HOME OF
BOHEMIA MINING DAYS

August 25, 1972

Mr. William Anhorn, District Engineer
Oregon State Highway Division
P. O. Box 1269
Eugene, Oregon 97401

Dear Mr. Anhorn:

The South Lane School District communicated with your office by means of a letter on May 30, 1972, requesting information and plans for the development of Interstate 5 between Divide and Curtin, Oregon. You indicated by return mail that this section of Interstate 5 is scheduled for reconstruction beginning in the fall of 1973, based upon the availability of project funds.

This school district is planning to transport school students to the Curtin School starting September 5, 1972. We request attention be given to the repair of the entrance ramp where there is an indicated slippage immediately west of I-5 on the Divide entrance. This section has indicated some attention by State Highway repair crews but is in a settled and depressed condition at this time. This particular condition offers a limited passage and hazard to our school buses.

Your continuing efforts and cooperation to maintain and correct hazards in this section of the highway is, and will be, appreciated.

Sincerely,

RR Wright

R. R. Wright
Director of Auxiliary Services

RRW/jm

RECEIVED
AUG 28 1972
AT EUGENE
MAINTENANCE OFFICE

RECEIVED
APR 12 1972
FOR FILING

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

April 10, 1972

IN REPLY PLEASE REFER TO

323-3
0-0-71-6

Routing
Keasey — RECEIVED — Pease
Bond
Walker — APR 11 1972 — Glenn
Johnsen — CONSTRUCTION SECTION — Litchfield
Berg

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to your letter of December 31, 1971, relative to the improvement of I-5 to freeway standards and limit access between Divide and Comstock.

The access required covering existing roadways should be provided in your highway design plans at the following locations:

Railroad MP 617.88 MP 618.53 MP 619.14
MP 619.54 MP 620,08 MP 620.58

These crossings are private crossings and will be in addition to the two public crossings to be constructed by State Highway at MP 617.1 and 621.3. Present crossings are used by all railroad departments for maintenance of signals, track and trackage facilities as well as private use to parties covered by an appropriate agreement with the railroad.

We assume that at the appropriate time you will submit detail drawings of highway improvement and will submit your usual request for the two public crossings.

Yours truly,

A. W. Kilborn

Copies to:
FB Klages
RL Schroeder
VD Wolfe
FL Hall
JH Versteeg
HE Mayfield
JE Holcomb

NOTED
R. L. SCHROEDER

RECEIVED
APR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 5 - 1972
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Fae S

December 31, 1971

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Detail Map
Divide-Comstock Section
Pacific Highway
Lane and Douglas Counties

Gentlemen:

On March 12, 1971, I submitted to you four prints of our detail map of the above captioned section.

As you requested, you will find herewith four more prints of the above captioned detail map which is presently being revised by our Locating Engineer, Mr. H. E. Mayfield.

Please accelerate your study for the need of locked gate accesses throughout this section since we must submit this information to the Federal Highway Administration for their review prior to our completing the construction plans for this section. Bids for this project are to be opened on September 28, 1972.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED F. L. KLABOE

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: R. E. Simpson
F. B. Klaboe
F. L. Hall
L. H. Young
C. T. Keasey
H. E. Mayfield
J. E. Holcomb

RECEIVED
JAN 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 23 1971

FOR FILING Hill

TO: Mr. L. H. Young, Program and Planning Engineer, Highway Division

DATE: December 22, 1971

RECEIVED
DEC 23 1971
PROGRAM & PLANNING
DIVISION

FROM: Wm. C. Kramer, Supervisor
Federal Aid Coordination Section

SUBJECT: N.E. 122nd Ave.-N.E. 181 Ave., Columbia River Highway
PNRS #71.0523

Divide Comstock Section, Pacific Highway
PNRS #71.0525

The following is our understanding of the results of the conference held on December 10, 1971, in response to expressed concern of Local Government Relations Division and Housing Division regarding the subject notices of intent.

1. Both LGRD and Housing are concerned with primary and secondary effects upon land use and housing. See attached memos.

2. These questions will be dealt with in part in the Environmental Impact Statements being prepared by Highway.

3. Housing and LGRD will be advised of all public hearings and in turn will be provided with information regarding the proposals on an on-going basis.

4. Highway will assign personnel to maintain liaison with LGRD and Housing regarding these projects.

Phase I of the Program Notification and Review System is now concluded and recognizing some conflicts of interest, Phase II is in effect. Phase II provides for exchange of information between parties to the end that a complete understanding will be accomplished.

In the event that conflicts are not resolved in Phase II, the Clearinghouse will require that the final application be submitted to it for review and comment for a period of not less than 30 days prior to submission to the Federal funding agency (Phase III)

If all questions and concerns are satisfied in Phase II, the Clearinghouse can and will waive the requirement of Phase III.

You are to be commended for your patience and cooperation in these matters.

Please keep us advised.

NOTED
R. D. ASBURRY

cc: LGRD
Housing
Transportation

DEC 13 1971

FOR FILING

Cover
Memo
Page 1
Divide - Comstock

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1971

To: MEMO TO THE FILE

SUBJECT:

A meeting was held this date sponsored by the Federal Aid Coordination Unit to answer questions on three specific projects: (1) 122nd Ave.-NE 181st Ave., Columbia River Highway; (2) Divide-Comstock Section, Pacific Highway, and (3) N. Tigard Interchange on I-5. The meeting was in response to inquiries from the Federal Aid Coordination Unit.

The following were in attendance:

Frank Hall, L. H. Young, A. D. Olson, and George C. Wills, from the Oregon State Highway Division; Ray Hinds, Dave Pederson, and Bob Logan of the Local Government Relations Division; Bill Kramer and Lincoln Hale of Federal Aid Coordination Section; Paul Norris, Department of Transportation; and M. Gregg Smith, Housing Division.

I first explained the function of A-95 Notice of Intent and told them what the contents were in accordance with the A-95 as per the Office of Management and Budget Circular. I told them that we furnished all of the information (approximately four times as much as was required), we had at hand when the A-95 Notice of Intent was turned out. They were advised that their non-approval of the Notice of Intent effectively stopped the Highway Division from conducting survey, design and environmental studies which would provide the answers which they had requested. They were, therefore, asked to give partial approval so that the studies could proceed. They reluctantly agreed to do this. We then commenced the discussion of the three specific jobs for which we had been asked to appear.

Mr. Bob Logan then expressed his philosophy that the whole Interstate concept was under question. The need for additional lanes and interchange revisions were questioned on the basis of what would happen if we did nothing. It was called to his attention that these projects had been approved by the local level of

government. But his thought was that the Local Government Relations Division were the "watchdogs" to furnish the overall policy plan for the state. He questioned the Interstate concept and was informed that it had been long-range planning that had its inception back in the Eisenhower administration and enacted by Congress. He raised many questions of this nature which have their origin in the basic legislation passed by Congress. He was advised that these are matters of philosophy affecting the whole Interstate and Federal aid program. These matters were under discussion at the national level.

We questioned Local Government Relations about our cooperation with local units of government (i.e., county courts, district clearing-houses, city planners and councils, etc.) in doing the job they want done and with their approval. The answer was that these people do not always ask the right questions to get into basic justification. It was claimed that the State Local Government Relations took an overall view which local governmental agencies were not capable of doing.

We answered questions adequately on projects (1) 122nd Ave.-NE 181st Ave., and (2) Divide Comstock; but in the discussion of the possibilities of the N. Tigard Interchange and Haines Interchange, he questioned the need for the Haines Interchange and thought that the existing facility should be closed on the basis that the existing facility could only result in an increase to commercial and residential density of the contiguous areas. He intimated that other questions in like areas would be subject to the same searching scrutiny of basic philosophies.

The meeting ended with a commitment on our part to keep them informed by contact between our Design and Locating people if they would give us the partial go-agead requested. This is in accordance with the provisions of A-95.

L. H. Young
Program and Planning Engineer

cc R. L. Porter
Tom Edwards
F. B. Klaboe
Frank Hall
A. D. Olson
George Wills
Paul Norris, DOT

RECEIVED DEC 2 7 1971 OREGON

FOR FILING

~~Bill Kramer~~

DATE: December 2, 1971

M: Gil W. Bellamy

JECT: Divide-Comstock Sec. Pacific Highway PNRS # 71.0525

Thank you for keeping us informed of such matters.

The specific interest of the OTSC in this highway widening project and all others is how it relates to safety.

Since we have basic information available to the effect that a road is made safer by widening it we are generally in favor of this.

While many other factors must be and are taken into account on such projects, the OTSC would encourage that these factors be resolved as soon as practicable so that the project may proceed. We consider the time factor to be very important at this time becuase the federal government released this quarter's Federal Highway Funds on essentially a first come first served basis until they are allocated. Any individual state may receive more than that state's "share." Undue delays in beginning highway improvement jobs can cost someone's life. Timeliness is a factor which deserves consideration along with a multitude of other factors.

GWB:kr

12-7-71.

NOTED R. B. KLAUER

NOTED IRA EDWARDS

RECEIVED DEC 7 1971 OFFICE OF STATE HIGHWAY ENGINEER

RECEIVED
NOV 10 1971
FOR FILING

STATE OF OREGON

INTEROFFICE MEMO

TO: R. L. Porter, State Highway Engineer DATE: November 5, 1971

FROM: Federal Aid Coordination Unit
301 Public Service Bldg., Salem

SUBJECT: Divide-Comstock Sec. Pacific Highway
PNRS #71.0525

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you would use this reference in any future correspondence on this project.

NOTED
F. B. KLABOE

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by November 26, 1971.

If you have questions or need assistance, please let us know.

MCK:mv

NOTED
TOM EDWARDS

RECEIVED
NOV 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

9037

NOV 2 - 1971

FOR FILE

Pac S

November 2, 1971

Executive Department
Federal Aid Coordination Unit
401 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-71, attached are eight copies of the completed Notice of Intents to apply for federal reimbursement for federal-aid project as follows:

Project Administration District Nos. 3 & 4 — Divide-Comstock Section
Pacific Highway
Lane & Douglas Counties

Federal Aid Interstate

The estimated date of filing for federal-aid funds on this project is April 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachment

HHY:jm

cc: M. E. Simpson, FHWA
W. B. Klebes
F. L. Hall
L. D. Nordhamo
D. M. Hopkins
E. P. Albright
R. E. Royer
V. Z. Tabora
H. E. Cox
R. L. Gifford
R. H. Chase
J. M. Wilson
C. T. Emery
J. C. Orendick

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Divide-Comstock Section
Pacific Highway
Lane & Douglas Counties
November 1, 1971

FROM: Applicant Agency State Highway Division Salem, Oregon
Address

Contact Person L. H. Young 378-6563
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X ..... (if "yes", please also submit the information called for on page 3, Notice of Intent)

2. Project Location

Administrative District five (5) & six (6) City .....

County Lane & Douglas Special District(s) (if applicable) .....

Other affected jurisdictions/agencies .....

3. Federal Program

Common Program Name Federal Aid Interstate .....

Authorizing Legislation Title 23 U.S.C. Highways .....
Public Law No. and Title

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application .....

4. Estimated Project Cost

Federal Share $ 4,100,000
Loan ..... Grant X
Local Applicant Share ( )
(if any) $ .....

State Agency Share $ 450,000

Other (Specify) $ .....

Total $ 4,550,000

Source of State Agency Share

General Fund $ .....

Other Funds (specify) $ 450,000 Highway

Indirect Cost Reimbursement

No X Yes ..... $ .....
(Approx)

Will Federal share change: No X

Yes, from ..... % to ..... %

When .....

5. Period Covered by Projects

Beginning date August 1972
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 18 months

Approximate ending date February 1974

Will renewal be requested? Yes ..... No X

6. Estimated Application Filing Date April 1972

7. Project Description - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

DIVIDE-COMSTOCK SECTION, PACIFIC HIGHWAY, LANE & DOUGLAS COUNTIES

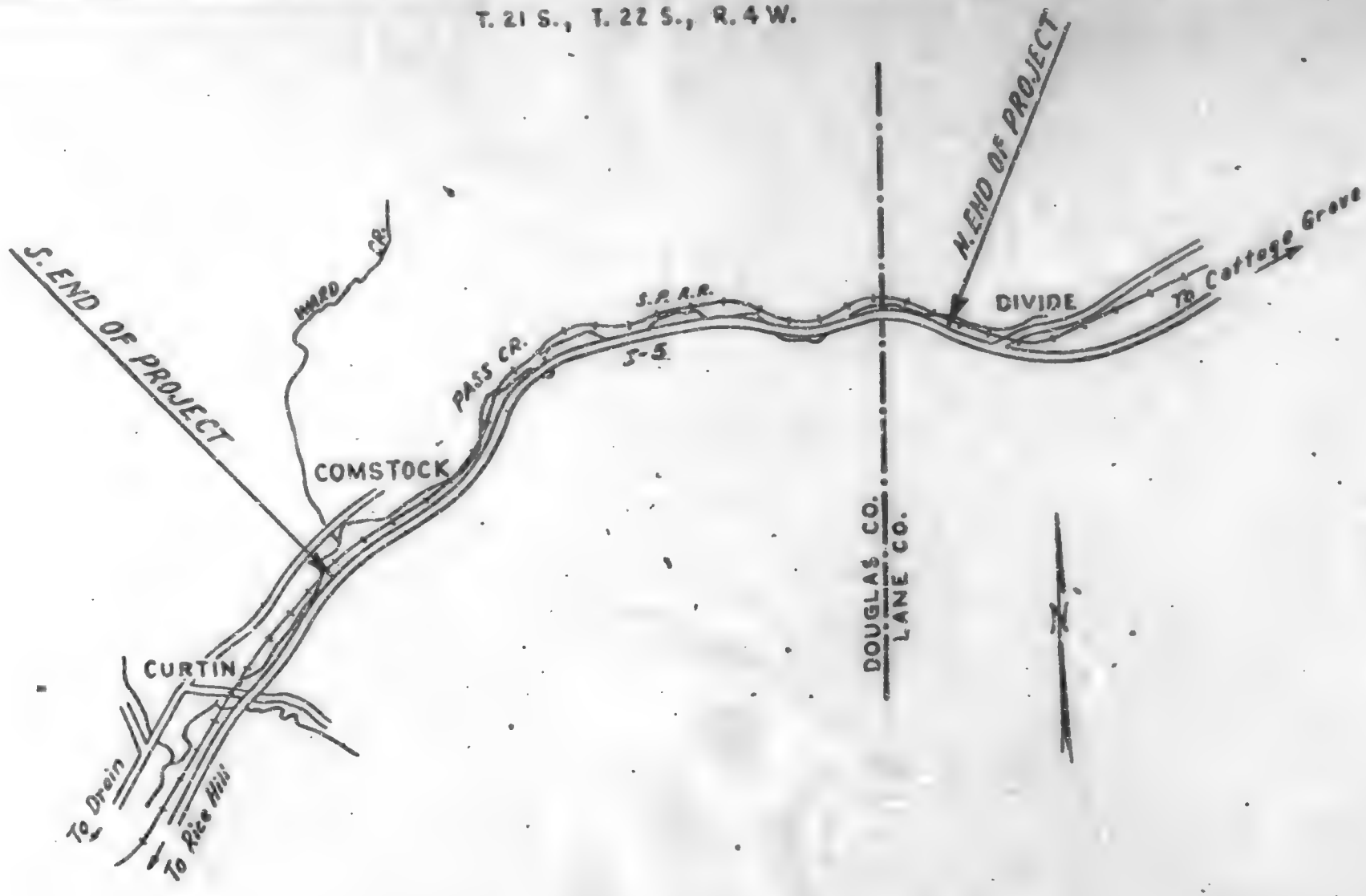
This project will consist of preliminary engineering, acquisition of right-of-way, grading, paving, structures and incidental work necessary to up-date this portion of the existing substandard four lane freeway.

The length of this section is 3.7 miles and the 1970 ADT is 11,800 with a projected 1990 ADT of 18,900. This section, of the existing higinway, was originally constructed to a four lane highway following the interstate standards applicable at the time 1953. The proposed work will involve widening the existing highway with minor changes in alignment to provide a facility that meets present day Interstate standards.

This project is related to the Goals for a Livable Oregon by up-dating one of the oldest sections of Interstate Route 5.

See attached map for geographical location.

T. 21 S., T. 22 S., R. 4 W.



OREGON STATE HIGHWAY DIVISION

Sketch Map

DIVIDE - COMSTOCK SECTION

PACIFIC HIGHWAY I-5

LANE - DOUGLAS COUNTIES

RECEIVED
JUN 28 1971
FOR FILING

EXECUTIVE DEPARTMENT

Cmet
5 CAPITOL
Rec'd

SALEM, OREGON 97310

June 23, 1971

TOM McCALL
GOVERNOR

Cleighton Penwell
Director

Klaber

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Comstock-Anlauf Intchge. Sec. Pac. Hiway,
I-5 Douglas County
Clearinghouse #71.0247

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

cc: Umpqua Regional Council of Governments

Young
6-25-71

NOTED
TOM EDWARDS

RECEIVED
JUN 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

1037

JUN 16 1971

STATE OF OREGON

INTEROFFICE MEMO

FOR FILING

Conf

TO: R. L. Porter, State Highway Engineer

DATE: June 8, 197

FROM: Federal Aid Coordination Unit
Program Planning Division
301 Public Service Bldg, Salem 97310

Kenhart 4 Pdlw 6-9-71

SUBJECT: Comstock-Anlauf Intchge., Sec. Pacific Highway, I-5
Clearinghouse #71.0247

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you refer to this number in any future correspondence.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by June 28, 1971.

If you have questions or need assistance, please let us know.

Young 6-9-71

RECEIVED
JUN 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

01-128.001
WCK:mv

9037

RECEIVED
JUN 9 - 1971

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 4, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 6
Federal-Aid Interstate

Comstock-Anlauf Intchge. Sec.
Pacific Highway, I-5
Douglas County

The estimated date of filing for federal-aid funds on this project is November 25, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By R. W. Ellis

for L. H. Young
Program and Planning Engineer

NOTED
F. B. KLABOE

Attachments

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
I. D. Merchant
J. C. McCormick
C. T. Keasey

RECEIVED
JUN 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Comstock-Anlauf Intchge. Section
Pacific Hwy., I-5, Douglas Co.

June 3 1971

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. Project Location

Administrative District Six (6) City --

County Douglas Special District(s) (if applicable) --

Other affected jurisdictions/agencies - -

3. Federal Program

Common Program Name Federal-Aid Interstate

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application

---

4. Estimated Project Cost

Federal Share $ 2,300,000
Loan ..... Grant X
Local Applicant Share (- -)
(if any) $ - -

State Agency Share $ 200,000

Other (Specify) $ - -

Total $ 2,500,000

Source of State Agency Share

General Fund $ - -

Other Funds (specify) $ 200,000 Highway

Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from ..... % to ..... %

When .....

5. **Period Covered by Projects**

Beginning date ..... January, 1972
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) ..... 18 months

Approximate ending date ..... June, 1973

Will renewal be requested? Yes ..... No ..... X .....

6. **Estimated Application Filing Date** ..... November 25, 1971 .....

7. **Project Description - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)**

COMSTOCK-ANLAUF INTCHGE. SEC., Pacific Hwy, Douglas County

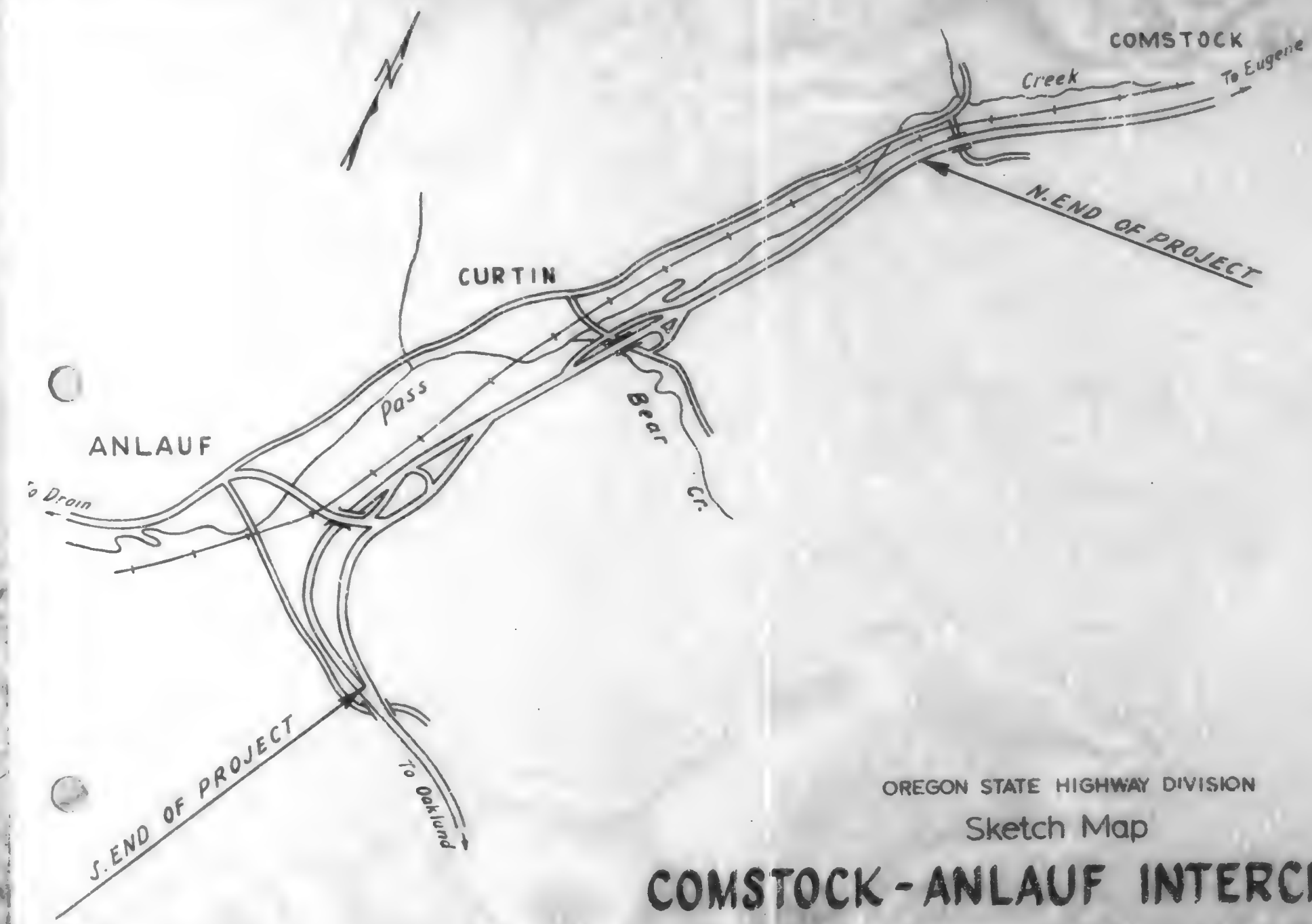
This project will consist of preliminary engineering, acquisition of right-of-way, grading, paving, structures, and incidental work necessary to up-date this portion of the exisiting substandard four lane freeway.

The length of this section is 2.0 miles and the 1971 ADT is 11,800 with with a projected 1991 ADT of 19,200. This project involves primarily an asphaltic concrete leveling course and wearing surface with minor changes in alignment to increase median widths. Cut and fill slopes, median barriers, guardrail, and signs will all be modified to meet current interetate safety standards. The Aniauf Interchange will be reconstructed to eliminate the existing left turn off ramp exit.

This project is related to the "Goals for a Livable Oregon" by the up-dating of this portion of the interstate system.

See attached map for geographical location.

T. 28 S., R. 4 W.



OREGON STATE HIGHWAY DIVISION

Sketch Map

COMSTOCK - ANLAUF INTERCHANGE

PACIFIC HIGHWAY (I - 5)

DOUGLAS COUNTY

RECEIVED
MAY 21 1971
FORM E-30

Coast
mile
Proj

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 20, 1971

SUBJECT: Divide-Anlauf Section
Pacific Highway
Douglas County

To: Mr. Tom Edwards
Deputy State Highway Engr.
S A L E M

4147

As indicated in your May 13, 1971 letter, Mr. H. E. Mayfield, Resident Engineer, and I contacted Mr. Dale C. Johnson and discussed the access road which crosses his property. We walked over the line as proposed and explained to Mr. Johnson why this location had been chosen. The new line will pass behind the Johnson house in order to avoid a potentially serious slide condition which could develop if we stayed down closer to the railroad.

We discussed Mr. Johnson's alternate routes for the road and explained to him further why these alternate routes were not acceptable. In our discussion we decided to investigate one more alternate that had not been apparent to any of us before this visit. This alternate would follow more nearly the existing road to the Johnson house and would involve moving the house.

After discussing all of these routes, Mr. Johnson decided that having the road as proposed or running directly in front of his house, which would involve moving his house, would not be too objectionable. I explained to Mr. Johnson that our final design would be available at the public hearing later this summer.

JOHN QUINER II
Region Construction Engineer

JQII/cw
cc Victor D. Wolfe
Frank Hall
H. E. Mayfield

NOTED
TOM EDWARDS

RECEIVED
MAY 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 18 1971
FOR FILING

Lorane
RLH
Pass S

May 13, 1971

Mr. Dale C. Johnson
Lorane Route, Box 606
Cottage Grove, Oregon 97424

4147

Dear Mr. Johnson:

Reference is made to your letter of May 1 in which you questioned the location of a roadway. From your description, we assume it is a part of our proposal for reconstruction of the Pacific Highway between Divide and Roland.

Since this work is under the supervision of our Regional Engineer C. T. Keasey in Roseburg, we are referring your letter to him with the request that he contact you in the near future to discuss the matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Frank Hall
C. T. Keasey (enc.)
E. E. Mayfield (enc.)

GCW:jf ja

REFERRED TO
Admin
BY SECRETARY

Cottage Grove, Ore.
Lorane Rt. Box 606

May 1, 1971

State Highway Dept.
Salem Oregon

Dear Sir:

Would you please send someone down so that we might discuss some alternate route for a roadway to Mr. Cone's property ether than diagonally across my property. T1 3 S 11 T 21 R 4 Tax Lot 2

We feel that where the surveyers are planning to run the road would be te damageing to our property and ruin our privacy.

Yours truly,
Dale C. Johnson

Dale C. Johnsen
Lorane Rt. Box 606
Cottage Grove, Or. 97424
ZIP CODE

RECEIVED

DESIGN SECTION

Scott
Swanson
Do Not File
Keep
Return To
Other

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 - 1971
OREGON
STATE HIGHWAY COMMISSION

Ford Rd

RECEIVED
MAR 17 1971
FOR FILING
Salem, Oregon
1859
Pacific Hwys

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6311

TOM McCALL
GOVERNOR

March 12, 1971

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Access from Highway to Railroad
Divide-Comstock Section
Pacific Highway
Lane and Douglas Counties

NOTED
F. B. KLABOE

Gentlemen:

As agreed in our discussion following our field trip over the above captioned section, on March 9, 1971, you will find enclosed four (4) prints of our detail map of this section, dated March, 1967.

In order to restore access to your facilities through this area, it will be necessary to construct certain access roads as explained to you by our Messrs. Quiner and Mayfield, and you have also indicated the need of locked gates at certain points to perpetuate your existing access.

Please review this material and send us detailed information as follows:

1. Location of access required
2. Reason for access
3. Frequency of access
4. Types of equipment to be using the access point

If you will return a print of this map with this information shown thereon, we will then contact the Federal Highway Administration and, if possible, get the access you request approved.

TWL:dl
Enclosures
cc: Southern Pacific Transportation Company - San Francisco w/copy of map
R. E. Simpson
F. B. Klaboe
F. L. Hall
L. H. Young
C. T. Keasey
A. T. Mayfield
J. E. Holcomb

RECEIVED
MAR 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
MAY 18 1970
Comp. FOR FILE
a/v
Pac 1

May 13, 1970

3323
3373

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Lawrence Interchange, Divide-Anlauf Section
Pacific Highway, Douglas County

As requested in your May 5 letter, we offer the following information outlined on page 26 of the 1970 Interstate Estimate Manual:

(1) a. The crossroad is a local public road connecting to the highway by means of interchange ramps.

b. The current and design year ADT are shown on the enclosed preliminary layout sheet.

c. There exits a four-lane freeway.

d. The design year will require four lanes.

e. No communities are directly served by the crossroad.

f. It is 4.3 miles north to the Divide Interchange and one mile south to the Curtin Interchange.

(2) The present interchange serves several properties in the area with no apparent hazard. No other access is possible without creating a railroad grade crossing and use of an existing frontage road to the Curtin area.

(3) As previously stated, this interchange exists presently and has caused no problems with the other interchanges either north or south.

(4) Area can be served by creating a railroad grade crossing and utilizing an existing frontage road to the Curtin Interchange one mile south.

(5) Three copies of the construction and benefit costs have been previously sent to you on April 20.

(6) The Lawrence Interchange has existed for years. There seems no particular reason why we should force those served to drive so far out of direction since the reconstruction cost is low and the benefit-cost ratio is high. Creating a grade crossing of the railroad where none now exists does not follow our present stress on safety.

The preliminary layout sheet is returned for your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klebee
Assistant State Highway Engineer

Enc.

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - K3373
D. J. Barbee
C. T. Keesey

DNS:jp srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 5, 1970

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-3(-)149
Anlauf-Divide Section
Lawrence Interchange

Reference is made to Mr. Klaboe's April 20 letter requesting approval of the Lawrence Interchange. Approval of this Interchange has been the subject of previous correspondence.

It is acknowledged that this Interchange may have been included in earlier Interstate cost estimates. However, its inclusion in an earlier cost estimate does not justify its construction. Construction of an interchange at the time a section of highway is converted to Interstate standards must be justified under current conditions.

If you can find an interchange justification on this location you must provide the necessary documentation data requested in my March 27 memorandum.

orig to Barbee
5-7-70

Routing

Barbee
Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
MAY 7 1970
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
MAY 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 20 1970
FOR FILING

Comet
and
Rec'd

April 20, 1970

3323

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Lawrence Interchange, Divide-Anlauf Section
Pacific Highway, Douglas County

This is in reply to your letter of March 27 concerning additional data on this interchange. Your second paragraph states that this interchange was not previously accepted for inclusion in the Interstate estimate. This is not altogether true. The Lawrence Interchange was formerly called the Comstock Interchange and was included and approved in both the 1960 and 1964 Interstate estimates.

At the time we prepared the 1968 estimate, we planned to substitute the Rattlesnake Road Interchange so Comstock was not included. Again in 1970 Rattlesnake Road was included in the estimate. In neither case was the Rattlesnake Road Interchange approved by your office. This, however, was the reason the formerly approved Comstock Interchange was deleted.

Since we have now agreed not to construct the Rattlesnake Road Interchange, we feel the Comstock Interchange, now called Lawrence Interchange, should be reinstated.

We believe, in this case, that it should not be necessary to include all the data requested on Page 26 of the 1970 Interstate Estimate Manual since this is a reinstatement rather than an addition. We have, however, run a benefit-cost ratio and came up with 1.95; three copies of which are enclosed.

Your approval of the Lawrence Interchange is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee

DNS:jp srb

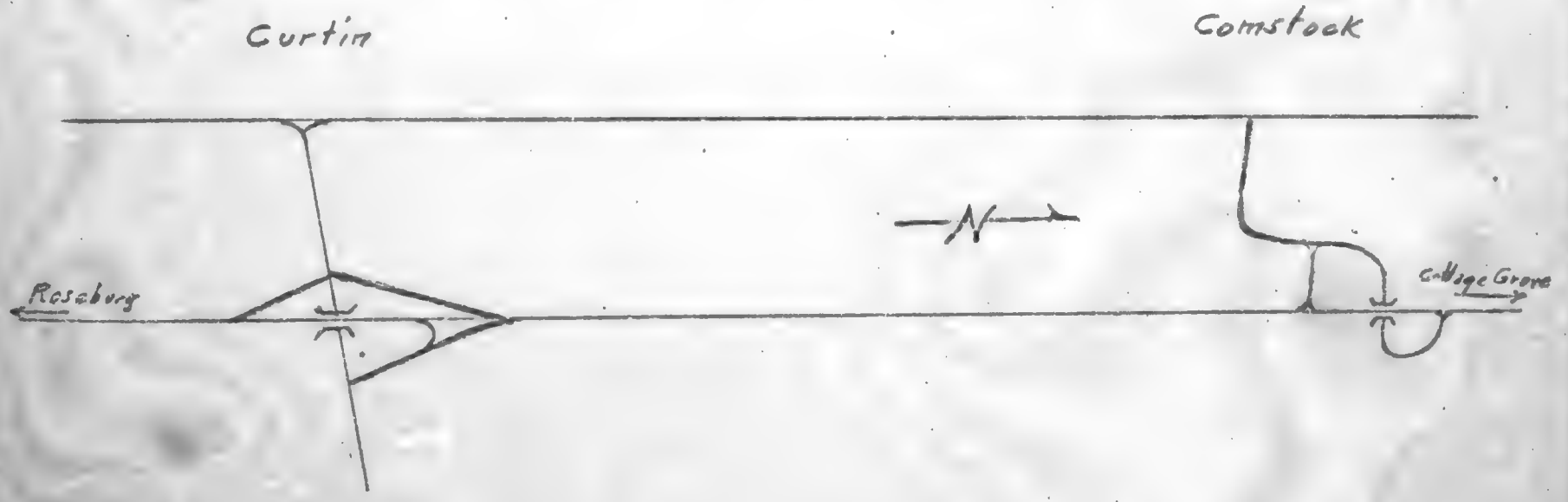
Encs.

INTERCHANGE JUSTIFICATION ANALYSIS

F.A. Interstate Highway Route No. I-5 Freeway Name Pacif. Hwy.

Section Comstock - Curtin Interchange Interchange Name Comstock

Date of Analysis 4-7-70 Analysis By G. L. Stein



ROAD USER COSTS

Movement	1985 ADT	Without Interchange	Unit Cost	Daily Cost	With Interchange	Unit Cost	Daily Cost
N to E	7	1.75 Mi. St.	$ 0.16	$ 1.96	0.25 Mi.	$ 0.16	$ 0.28
"	7	0.60 Mi. St.	0.14	0.59	— Mi.	—	—
E to N	7	1.81 Mi. St.	0.16	2.03	0.03 Mi.	0.16	0.03
"	7	0.80 Mi. St.	0.14	0.78	— Mi.	—	—
E-S	7	1.67 Mi. St.	0.16	1.87	0.25 Mi.	0.16	0.28
TOTAL				$ 64.96			$ 14.62

Daily Road-User Benefits . . . . . $ 50.27

CONSTRUCTION COSTS

Added Construction Costs . . . . . $ 94,185

Daily Added Construction Costs . . . . . $ 25.80
($ 94,185 x 0.10 x 1/365)

INTERCHANGE BENEFIT-COST RATIO 1.95

INTERCHANGE JUSTIFICATION ANALYSIS

F. A. Interstate Highway Route No. I-5 Freeway Name _____

Section _____ Interchange Name Comstock

Date of Analysis _____ Analysis By _____

(Continued)

ROAD USER COSTS

Movement	1985 ADT	Without Interchange	Unit Cost	Daily Cost	With Interchange	Unit Cost	Daily Cost
E-S	7	— Mi. St.	$ —	$ —	1.16 Mi.	$ 0.14	$ 1.14
S-E	7	1.73 Mi. St.	0.16	1.94	0.03 Mi.	0.16	0.03
"	7	— Mi. St.	—	—	1.02 Mi.	0.14	1.00
N-W	75	1.41 Mi. St.	0.16	16.92	0.14 Mi.	0.16	1.68
"	75	0.60 Mi. St.	0.14	6.30	— Mi.	—	—
TOTAL				$			$
Daily Road-User Benefits							$

CONSTRUCTION COSTS

Added Construction Costs . . . . . $

Daily Added Construction Costs . . . . . $
($ _____ x 0.10 x 1/365)

INTERCHANGE BENEFIT-COST RATIO . . . . .

INTERCHANGE JUSTIFICATION ANALYSIS

F. A. Interstate Highway Route No. I-5 Freeway Name _____

Section _____ Interchange Name Comstock

Date of Analysis _____ Analysis By _____

(Continued)

ROAD USER COSTS

Movement	1985 ADT	Without Interchange	Unit Cost	Daily Cost	With Interchange	Unit Cost	Daily Cost
W-N	75	1.47 Mi. St.	$ 0.16	$ 17.64	0.37 Mi.	$ 0.16	$ 4.44
"	75	0.80 Mi. St.	0.14	8.40	— Mi.	—	—
W-S	15	1.33 Mi. St.	0.16	3.19	0.14 Mi.	0.16	0.34
"	15	— Mi. St.	—	—	1.16 Mi.	0.14	2.44
S-W	15	1.39 Mi. St.	0.16	3.34	0.37 Mi.	0.16	0.89

TOTAL . . . . . $ _____ $ _____

Daily Road-User Benefits . . . . . $ _____

CONSTRUCTION COSTS

Added Construction Costs . . . . . $ _____

Daily Added Construction Costs . . . . . $ _____
($ _____ x 0.10 x 1/365)

INTERCHANGE BENEFIT-COST RATIO . . . . .

INTERCHANGE JUSTIFICATION ANALYSIS

F. A. Interstate Highway Route No. I-5 Freeway Name _____

Section _____ Interchange Name Comstock

Date of Analysis _____ Analysis By _____

(Continued)

ROAD USER COSTS

Movement	1985 ADT	Without Interchange	Unit Cost	Daily Cost	With Interchange	Unit Cost	Daily Cost
S-W	15	— Mi.	$ —	$ —	1.02 Mi.	$ 0.14	$ 2.14
		St.					
		Mi.			Mi.		
		St.					
		Mi.			Mi.		
		St.					
		Mi.			Mi.		
		St.					
		Mi.			Mi.		
		St.					
TOTAL				$			$
Daily Road-User Benefits							$

CONSTRUCTION COSTS

Added Construction Costs . . . . . $ _____

Daily Added Construction Costs . . . . . $ _____
($ _____ x 0.10 x 1/365)

INTERCHANGE BENEFIT-COST RATIO . . . . . _____

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: March 27, 1970

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. G. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(-)149
Lawrence Interchange, Pacific Highway
Douglas County

We are returning the preliminary layout sheet for the Lawrence Interchange sent to us for study. This interchange was the subject of Mr. Klabee's February 18 and March 24 letters.

The Lawrence Interchange has not been approved nor previously accepted for inclusion in the Interstate Estimate. Before this additional interchange can be approved it will be necessary to furnish supporting justification including the information set forth on page 26 of the 1970 Interstate Estimate Manual. In addition, data demonstrating public benefits or needs should also be furnished.

Enclosure
Preliminary layout sheet

3-31-70
orig to Barbee w/enc. - RID

Routing

Barbee	Trout
Hall	Wills
A. Olson	Hackleman
Sample	Scott
Terpin	R. Olson
Swanson	Carstensen

RECEIVED
MAR 31 1970
DESIGN
DIVISION

RECEIVED
MAR 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

← Divide Intch. 4.3 Mi.

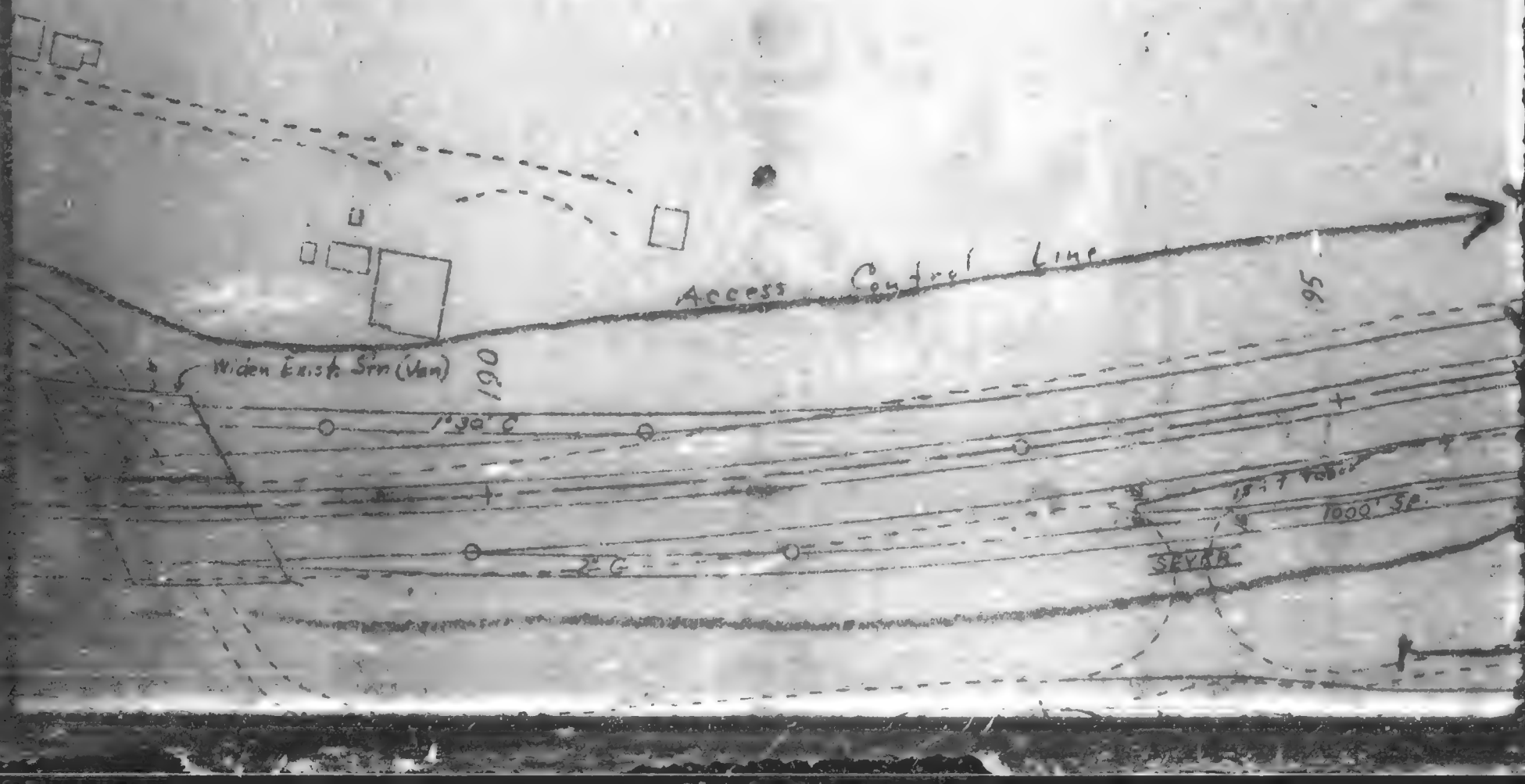
150 Taper

175

50 Min.

1000' Accel Lane

Comstock
Cemetery Assn
Access Control Line
200' SE
100' R.
35' R
15:1 Taper
Access Control Line

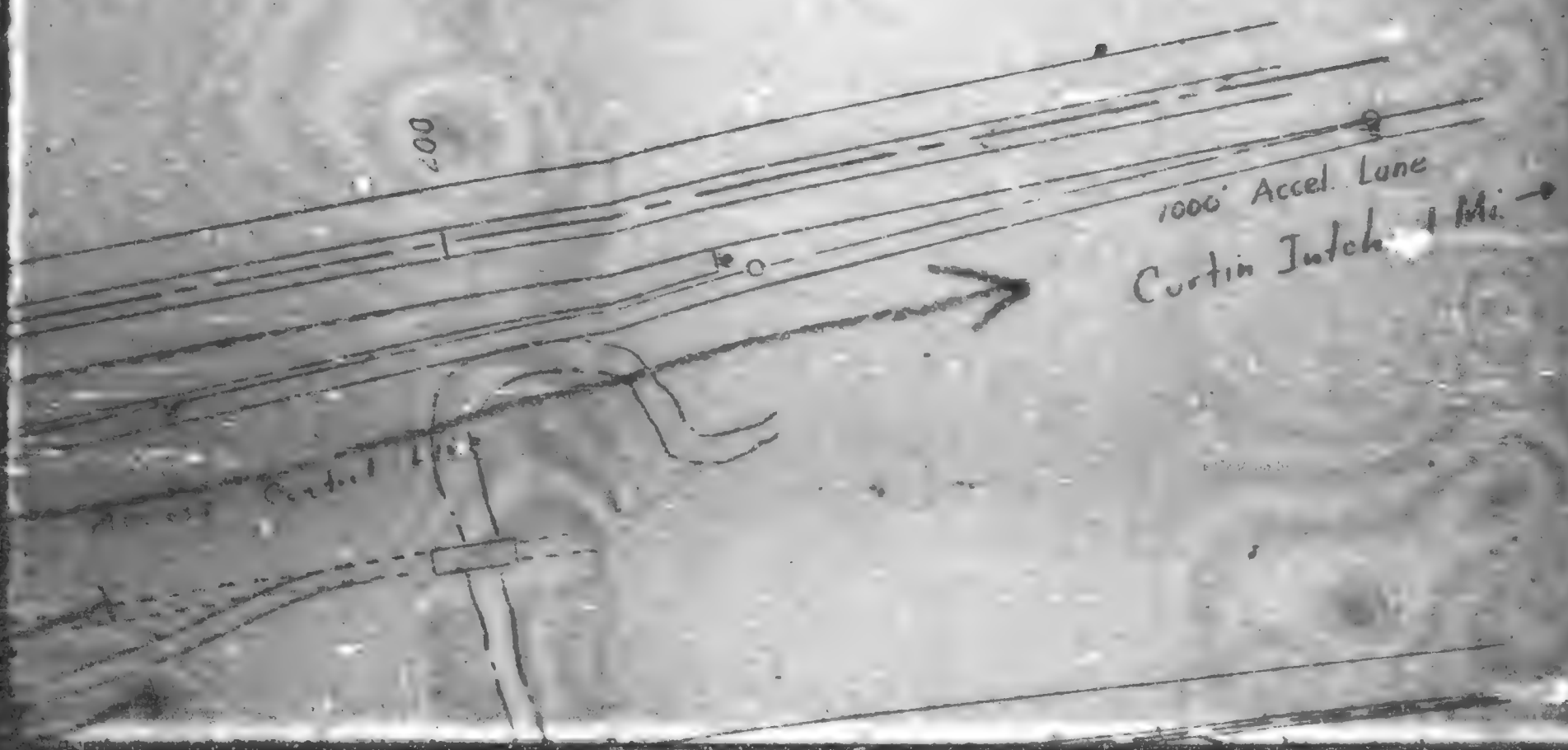

Access Control Line
95
100
Widen Exist. Str. (Van)
1°30' C
SEWER
1000' SE

DIVIDE - COMSTOCK SEC.
PACIFIC HIGHWAY
DOUGLAS COUNTY

SHEET No.

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet



Access Control Lin

Comstock Cemetery Assn

Access Control Line

Access Control Line

15.1 Tower

Access Control Line

95

190

Widen Exist. Str. (Ham)

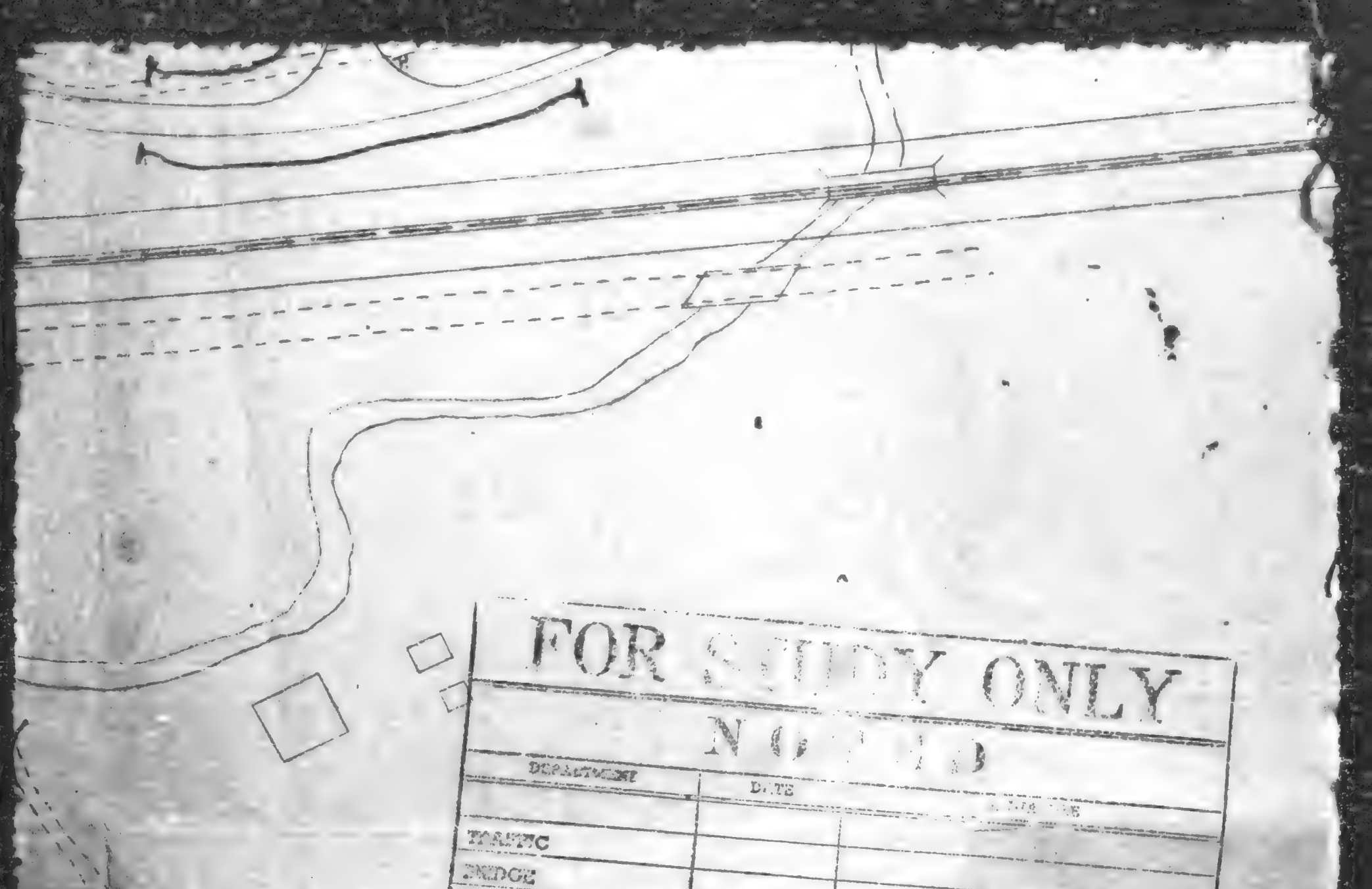
1°30' C

2° C

15" T Power

1000' SP.

SEWER



FOR STUDY ONLY

NOT TO BE USED

DEPARTMENT	DATE	
TRAFFIC		
BRIDGE		
CONSTRUCTION		

Scale: 1" = 10

DATE	REVISION	BY

LAWRENCE

	Date	Si
Submitted		
Approved	1-30-70	
"		
"		
"		
"		

5-3

R STUDY ONLY
NOT TO BE

	DATE	

Scale: 1" = 100'

LAWRENCE INTERCHANGE

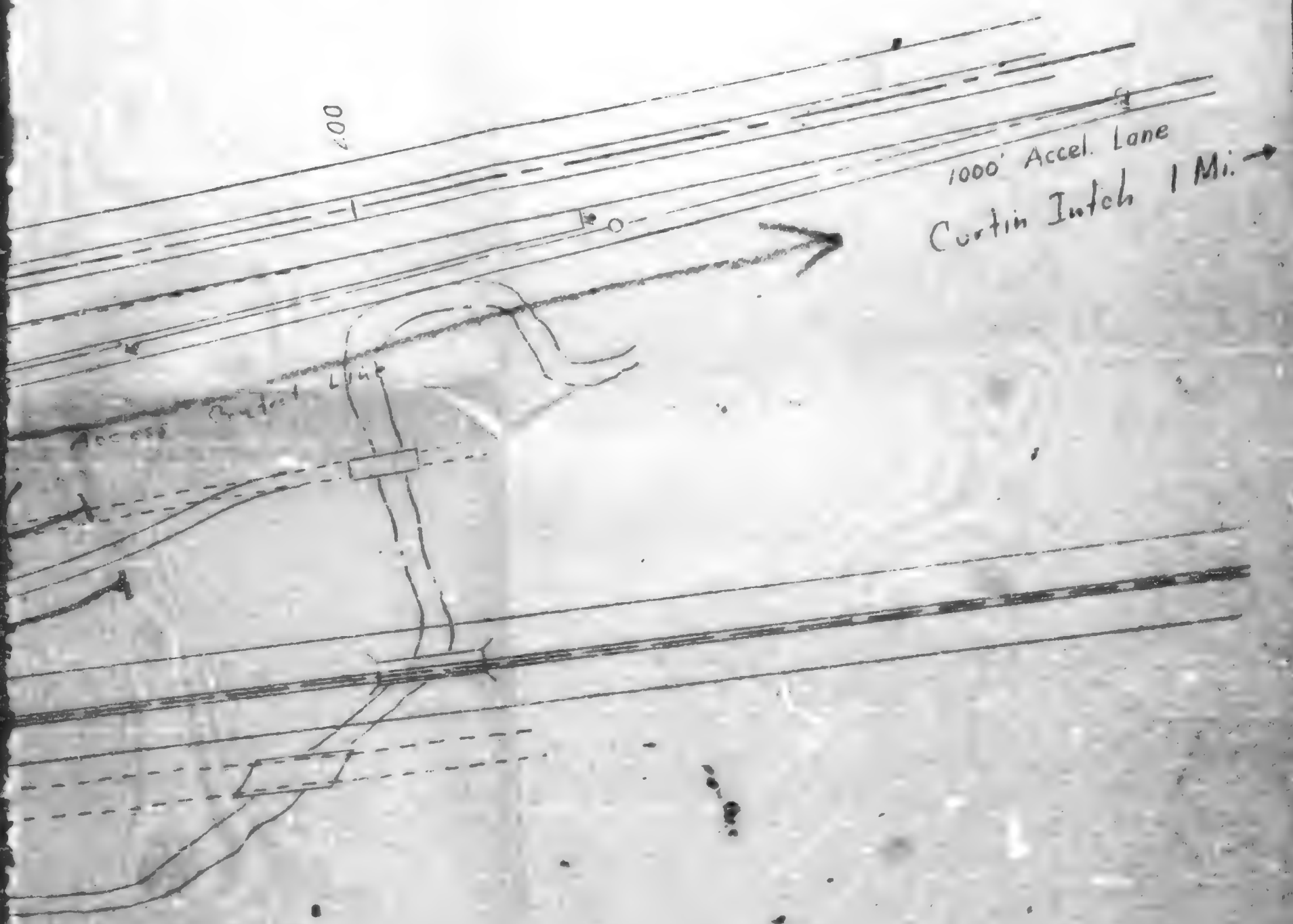
MILE POST

Date Signature C.B.

			Designer
Submitted			Urban Engineer
Approved	1-30-70	[signature]	Design Engineer
"			Traffic Engineer
"			Bridge Engineer
"			Asst. Highway Engr.
"			U. S. B. P. R.

REVISION	BY

5-J-29



FOR STUDY ONLY

NOT FOR CONSTRUCTION

DESIGNED	DATE	CHECKED
TRAFFIC		
DRAWN		
CHECKED		

Scale: 1" = 100'

RECEIVED
MAR 31 1970
FOR FILING

FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

Cmsy
To n/f
Ltr 1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 27, 1970

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

3323

SUBJECT: Oregon Project I-5-3(-)149
Lawrence Interchange, Pacific Highway
Douglas County

We are returning the preliminary layout sheet for the Lawrence Interchange sent to us for study. This interchange was the subject of Mr. Klaboe's February 18 and March 24 letters.

The Lawrence Interchange has not been approved nor previously accepted for inclusion in the Interstate Estimate. Before this additional interchange can be approved it will be necessary to furnish supporting justification including the information set forth on page 26 of the 1970 Interstate Estimate Manual. In addition, data demonstrating public benefits or needs should also be furnished.

Enclosure
Preliminary layout sheet

3-31-70
orig to Barbee
w/enc. - RLD

RECEIVED
MAR 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 26 1970
FOR FILING

Carl
n/c
Pac Hwy 1

March 24, 1970

Mr. Robert E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Subject: Lawrence Interchange
Divide-Azalea Section
Pacific Highway
Douglas County

Your letter of March 12 suggested elimination of our proposed Lawrence Interchange on the basis that there is no real need for it. It would be difficult to convince the property owners served by the existing interchange that such is the case.

In the area between the Lawrence Interchange and Divide, we will eliminate existing accesses to the highway via frontage roads. These property owners will be paid damages for loss of access. If we eliminate the connections at Lawrence, there will be no compensation as these are public ramps. This will mean that we will force these individuals to cross the railroad at-grade and drive one mile to the Curtis Interchange without benefit of remuneration.

North of Lawrence we agreed to provide service via frontage roads because an interchange existed; however, in this area we feel strongly that there is need for this interchange so as not to create a hazard at the railroad crossing. This fact coupled with the comparatively light cost to construct our proposed revisions is sufficient reason, in our opinion, to continue the existing service.

Your approval of the Lawrence Interchange revision is once again requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Kleboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Ferber
Victor D. Wolfe
D. J. Barbee
E. T. Mosley

DNS:jp sr

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: March 12, 1970

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(-)149
Divide - Anlauf Section
Lawrence Interchange

Routing

1	Barbee		Trout
2	Hall		Wills
3	A. Olson		Heckleman
	Sample		Scott
	Terpin		R. Olson
	Swenson		Carstensen

RECEIVED MAR 17 1970 DESIGN DIVISION

Reference is made to Mr. Klaboe's February 18 letter requesting approval of the plans for revising the Lawrence Interchange. This interchange is located approximately 1 mile northerly of the existing Curtin Interchange and serves only a small sparsely populated area.

Plans are currently being developed providing for reconstruction of the Pacific Highway to full Interstate standards from Comstock to Divide. Plans for elimination of private accesses and construction of frontage roads have already been approved for the section of roadway between the Lawrence Interchange and Divide.

In reviewing the Lawrence Interchange it is extremely difficult to justify maintaining an interchange at this location. This sparsely populated area can be satisfactorily served by a connection to the Curtin Interchange, a distance of only 1 mile.

Unless there is some crucial need for the Lawrence Interchange, which is not known to this office, it is suggested that you seriously consider its elimination and serving the area by frontage roads.

3-16-70
REFERRED TO
Barbee
BY ASST. STATE HWY. ENGR
Dennis

RECEIVED MAR 13 1970 OFFICE OF STATE HIGHWAY ENGINEER

copies to Barbee
Kearsey

3-13-70

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4037
RECEIVED
FEB 11 1970
FOR FILING

Const
R/W
Pac. Hwy 5

February 10, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Divide-Anlauf Section, Pacific Highway
Douglas County, Your Ref: 08-35.7

This is in answer to your letter of December 16 concerning approval of a frontage road plan to serve this section of highway. This letter was a follow-up to your disapproval of our proposed Pass Creek Interchange.

We have accepted your decision on this matter and will prepare plans incorporating frontage road service to the area. We also concur with your recommendation to build a frontage road only to the Cone Lumber Company property line. Construction to Cone's existing roadway should be a right-of-way negotiation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
C. T. Keasey (BPR letter enclosed)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: December 16, 1969

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(11)145
Divide-Amlauf Section
Frontage Roads

The liaison study prepared for this section of highway considered construction of four frontage roads. A review of the data indicates that construction of the roads is justified.

The engineering estimate for some of the roads was prepared on the basis of providing a two-lane, asphaltic concrete paved roadway. Due to the limited number of properties to be served a good two-lane gravel surfaced road where more than one owner is to be served would be an adequate facility. Extension of the roads to serve individual owners, in this case timber companies, should be constructed to logging road standards only. If, for some reason, you consider higher type roads are necessary, please advise us.

At approximate Station 39+00 the right side frontage road extends northwesterly about 1200 feet into the Cone Lumber Company holdings. Since the road enters Cone's property at approximate Station 28+00, the need for this northwesterly extension is not apparent. Your comments are requested.

Routing
1 Barbee
2 Hall
3 A. Olson
Sample
Terpin
Swenson
Trout
Wills
Carstensen

RECEIVED
DEC 19 1969
DESIGN DIVISION

12-19-69
REFERRED TO
Barbee
BY ASST. STATE HWY. ENGR.

F. B. KLABOE

RECEIVED
DEC 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED 9031
AUG 22 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308
DATE: August 12, 1969

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(-)149
Divide-Comstock Section
Pass Creek Interchange
Rattlesnake Cut

Your June 20, 1969 letter requested approval of a plan which includes an Interchange at Pass Creek. The cost estimates and general information concerning traffic service submitted do not provide adequate justification for the additional costs and additional points of access to the Interstate required under the interchange plan. Accordingly your request is not approved.

By Asst. State Hwy. Engr.

see me, please

NOTED
F. B. KLABOE

RECEIVED
AUG 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 23 1969
FOR FI:

Const
not
Project

June 20, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Divide-Comstock Section, Pacific Highway
Douglas County

Your letter of August 29, 1968, on this section suggested that an alternate frontage road plan be studied for service to this area along with other possible interchange locations.

Enclosed are two prints each of two plans as alternates to the Rattlesnake Road Interchange. One plan provides an interchange at Pass Creek and a system of frontage roads to serve the surrounding property. This plan will cost approximately $892,475. A second plan provides for frontage roads only, plus a structural crossing of the freeway. Note that the frontage road crosses the railroad at grade just south of Divide. This is estimated to cost approximately $518,965. The original Rattlesnake Road Interchange would have cost $1,181,580 so there is some saving in either new plan.

We suggest that you refer to our March 22, 1968, letter for justification for the Pass Creek Interchange as the same data should apply. Your main worry was the construction features of the Rattlesnake location; such as close proximity to the railroad and the slide conditions. These features will not be present in our new proposed location.

We feel that the interchange at Pass Creek will provide the best service to the area without the construction problems previously objected to. Your concurrence in this plan is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
C. T. Keasey

DNS:jp srb
Encs.

STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: August 29, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3( )165
Rattlesnake Road Interchange
Divide - Anlauf Section, Pacific Highway

By March 22 letter Mr. Morgan submitted a layout sheet and other data and requested approval of the Rattlesnake Road Interchange as an addition to the Interstate system.

We have reviewed the submission and looked at the area in the field. It is our opinion that it would be very difficult to construct the interchange as proposed because of the Interstate alignment, slide conditions and the close proximity of the railroad.

Before acting on your proposal we believe other alternates are worthy of consideration. These might include the possibility of constructing frontage roads to connect to old 99 in the vicinity of the Divide Interchange, frontage roads along both sides of the freeway to connect to existing frontage roads and alternate locations for this interchange.

REFERRED TO
9-3-68
By Asst. State Hwy. Engr.

Routing
Parker
Bond
Barbee
Walker
Glenn
Sims
Morelock
Yeon
Scott
Wilk
Whitfield
Olson
CONSTRUCTION DIVISION

RECEIVED
AUG 30 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

March 22, 1968

Mr. Robert E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Rattlesnake Road Interchange
Divide-Anlauf Section
Pacific Highway
Douglas County

Dear Mr. Simpson:

Herewith preliminary layout sheet on the subject interchange and the following information for justification as per page 27 of Instructions for the 104(b)5 Study.

1.a) This is a local road used jointly by several agencies and individuals to gain access to their respective properties or facilities.

b) See attached traffic diagram.

c) Two-lane gravel road.

d) Two lanes.

e) Cross road will serve the surrounding properties and facilities on either side of the highway.

f) The Curtin Interchange lies five miles south and the Divide Interchange lies one mile north; however, the Divide Interchange has ramps to and from the south only. The London Road Interchange, which is north of Divide, has ramps to and from the north only, so the first complete interchange is at Cottage Grove some seven miles north of Rattlesnake Road.

2. There are no local roads in the area and the existing properties are served by direct access to the existing highway. The proposed interchange plus two frontage roads will be required to serve the area. By connecting to these properties and constructing a diamond interchange, service can be effectively restored to the surrounding ownerships.

3. The proposed interchange will be five miles from the Curtin Interchange which is ideal spacing. The Divide Interchange is one mile north which should cause no difficulties.

There exists twelve miles between Cottage Grove and Curtin Interchanges which are the only full interchanges on this section of highway. A vehicle heading south that passes Cottage Grove and London Road (north ramps only) cannot reverse direction until the Curtin Interchange is reached. Rattlesnake Road would provide an ideal turn-around location for emergency and maintenance vehicles as well as local service.

4. As previously stated, local roads are non-existent as the properties are served by direct accesses to the existing highway. The terrain is rough, making any extended frontage road construction very costly. Southerly it is five miles to the next interchange, and to the north is the problem of the half-interchanges previously mentioned.

5. The interchange and necessary frontage roads are estimated to cost $610,300. Severance damages to the actual properties served amounts to $265,500. Over and above this severance cost is the fact that the following parties use said road to access their individual facilities:

Bonneville Power Authority
Pacific Power and Light
Douglas Forest Protective Association - which has a lookout tower for fire protection
Oregon State Highway Department - has a quarry
Willamette Valley Lumber Company
Burau of Land Management
Robert Straub, State Treasurer - owns Section 22
E. C. Hall, Contractor
Mr. Metzger of Roseburg Sand and Gravel
Eastern Lane Fire Patrol

No price tag has been placed on the above uses but they certainly warrant consideration.

As the estimates stand we cannot arrive at a plus benefit-cost ratio, but if the interchange is not provided and all these properties and facilities are purchased, it would not seem to be in the public interest.

6. Our highway system is to serve the public, and the additional cost of the interchange should be justified not only for local usage but also for emergency uses due to the twelve miles between full interchanges at Cottage Grove and Curtin.

In view of the above data, we strongly urge that this interchange be approved as a necessary addition to our Interstate system.

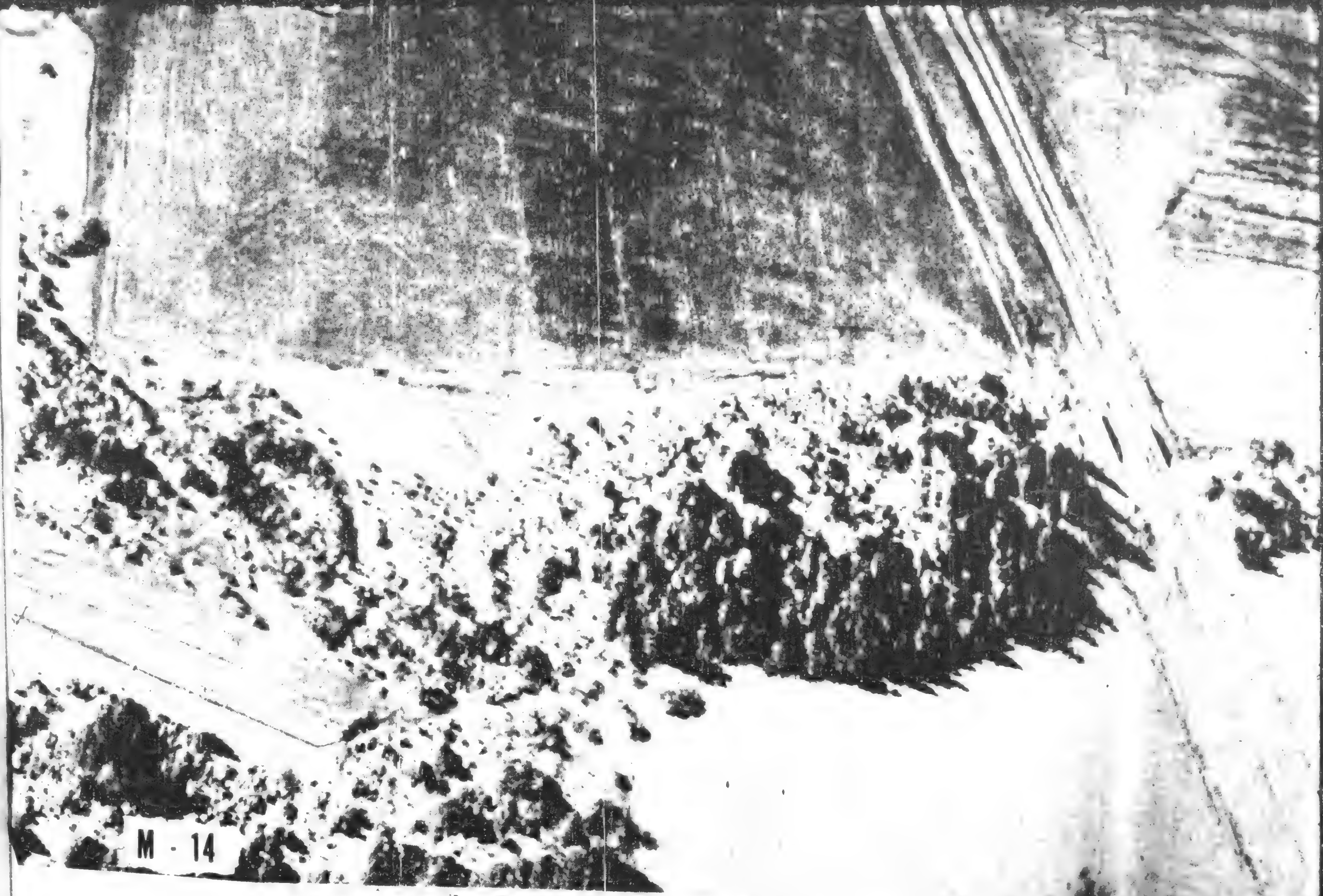
Very truly yours,

Forrest Cooper
State Highway Engineer

By
F.D. Morgan
Construction Engineer

Enclos.

DNS:jp
cc: F.B. Klaboe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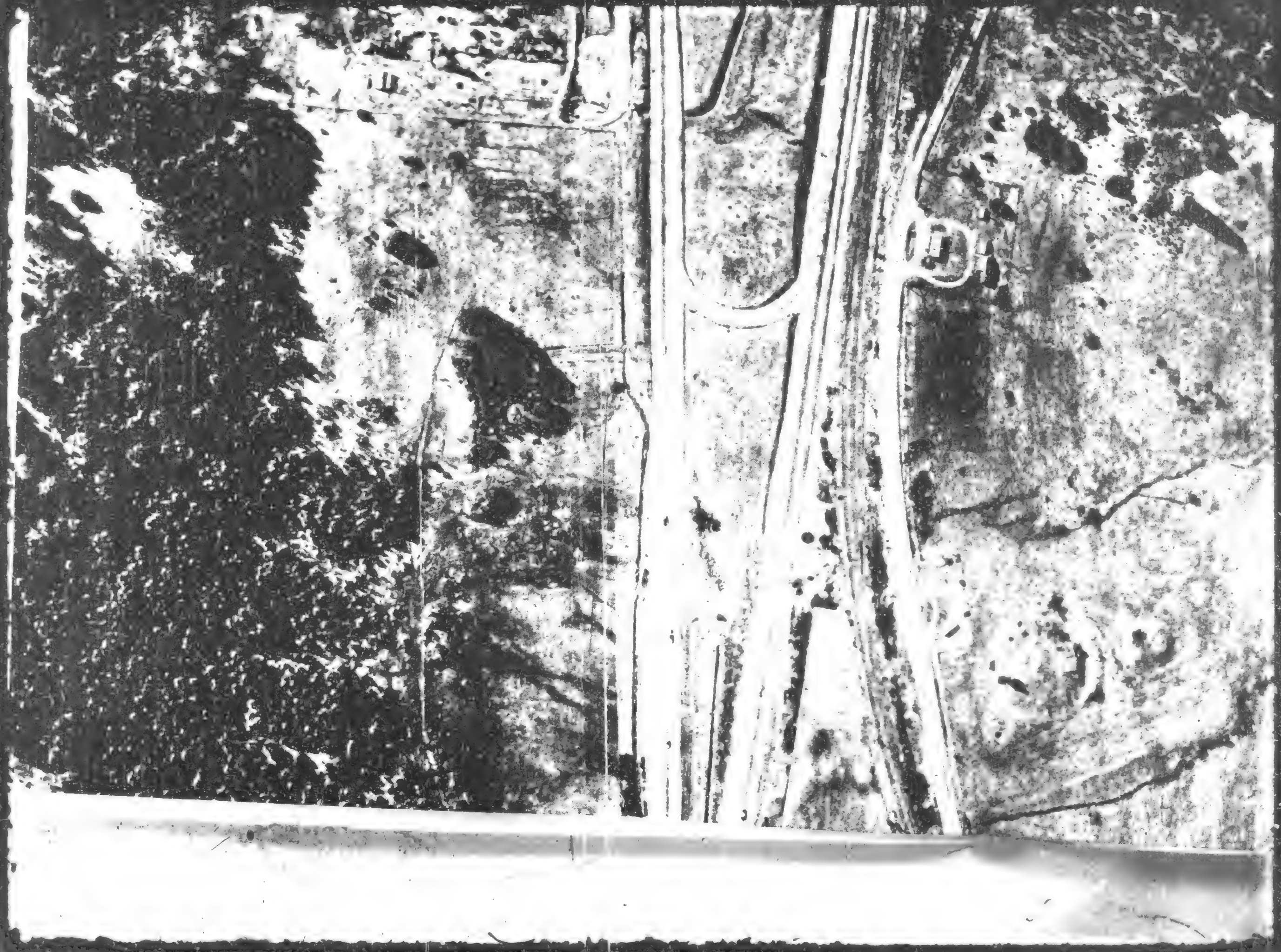

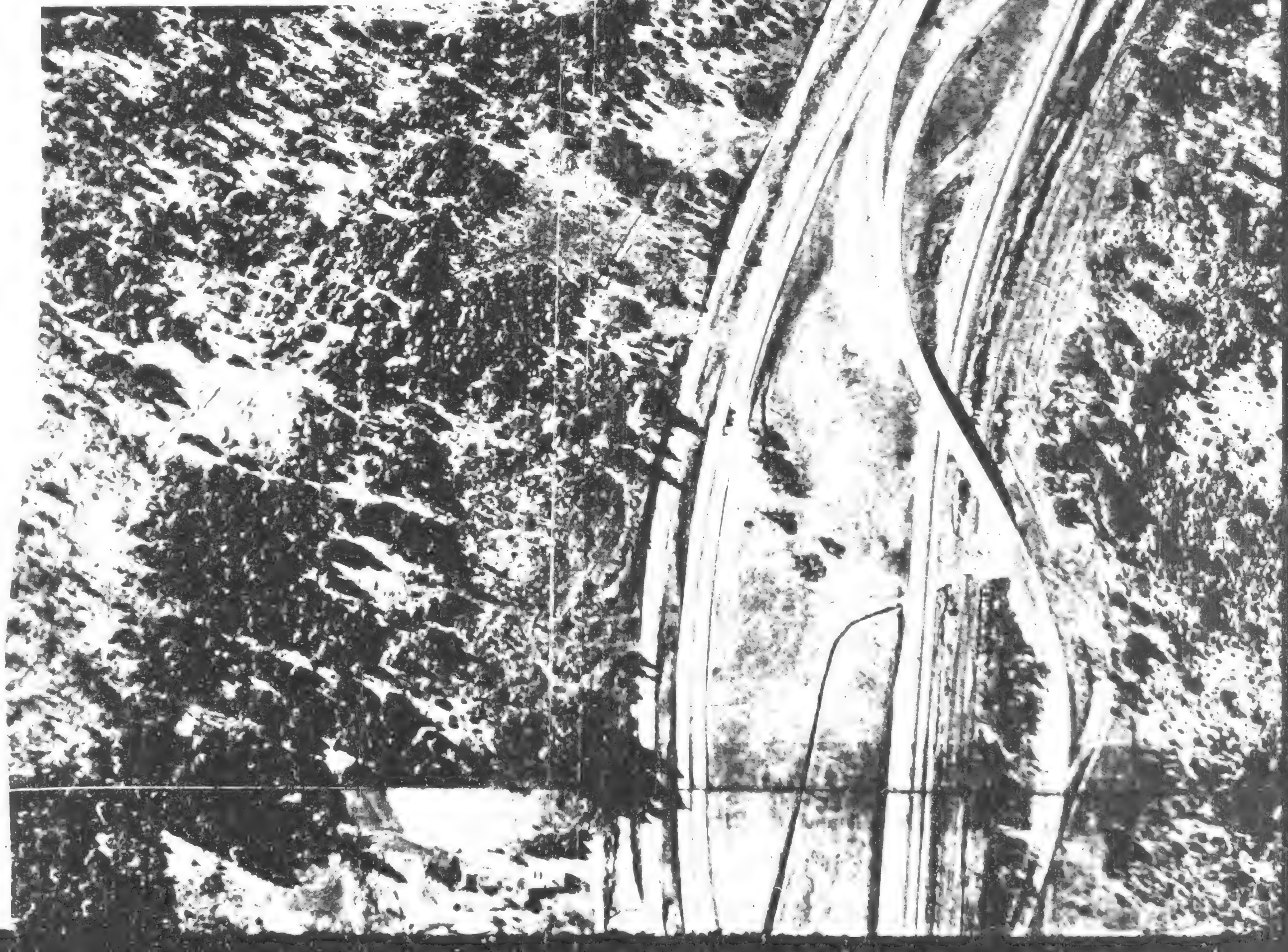

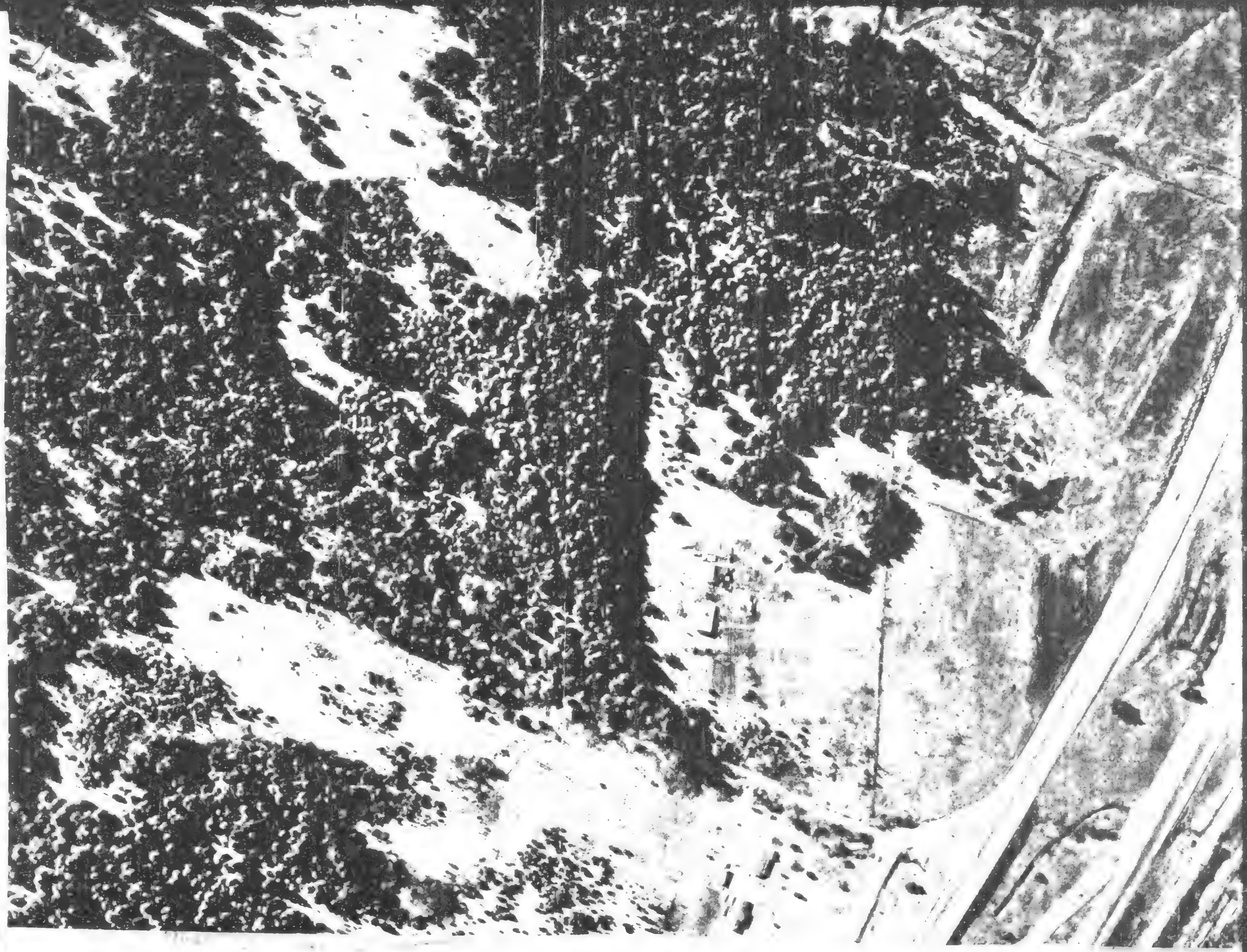

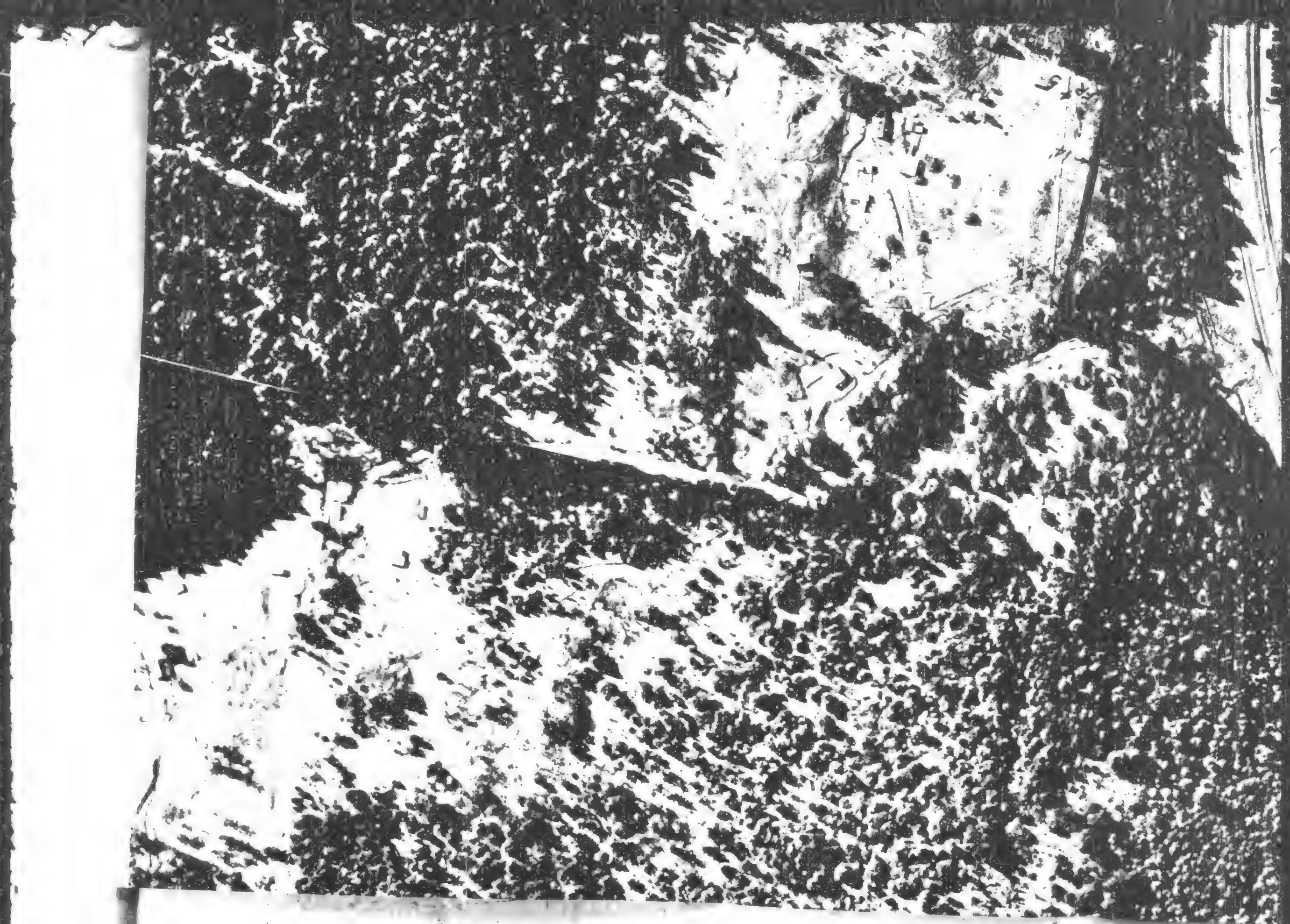

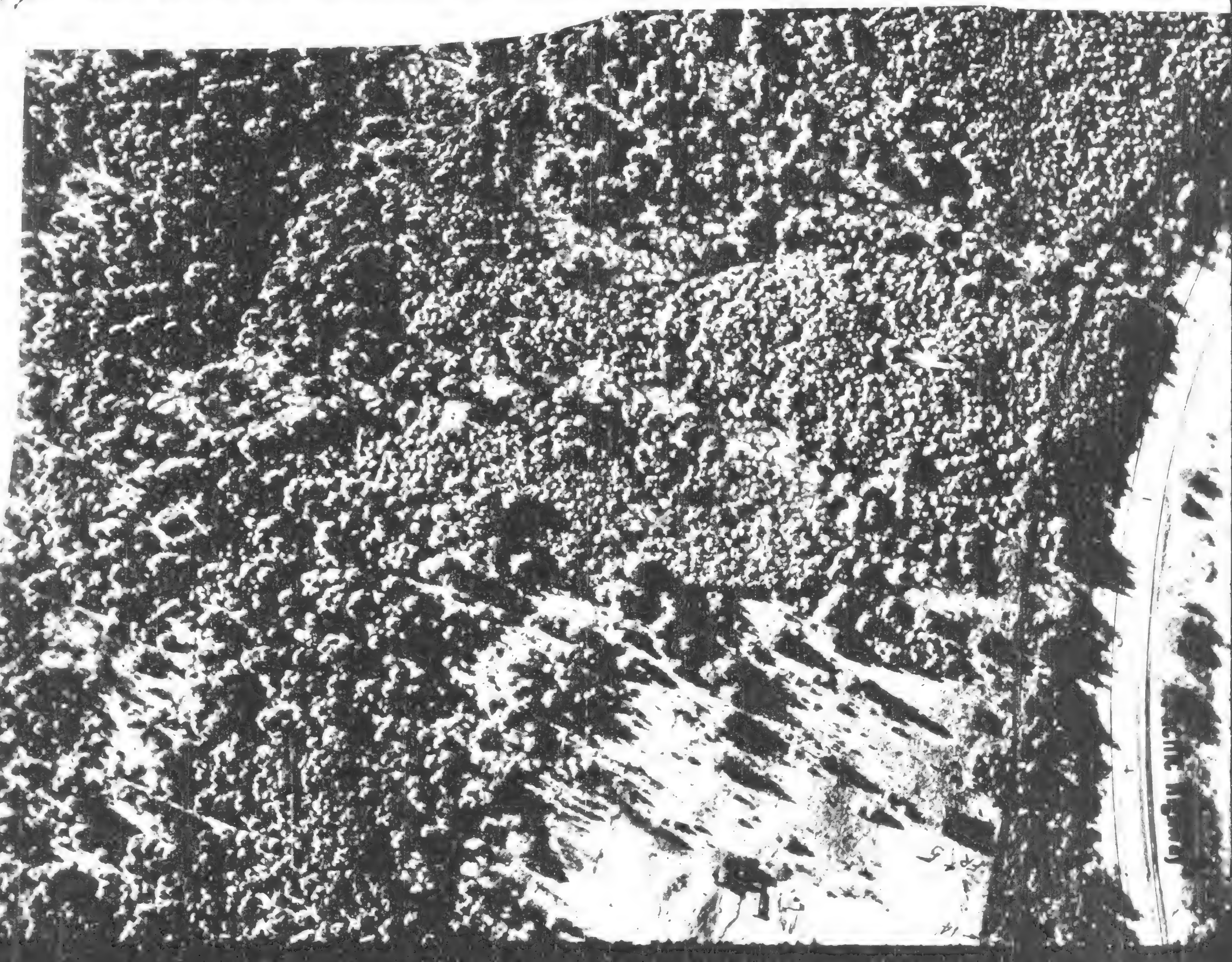

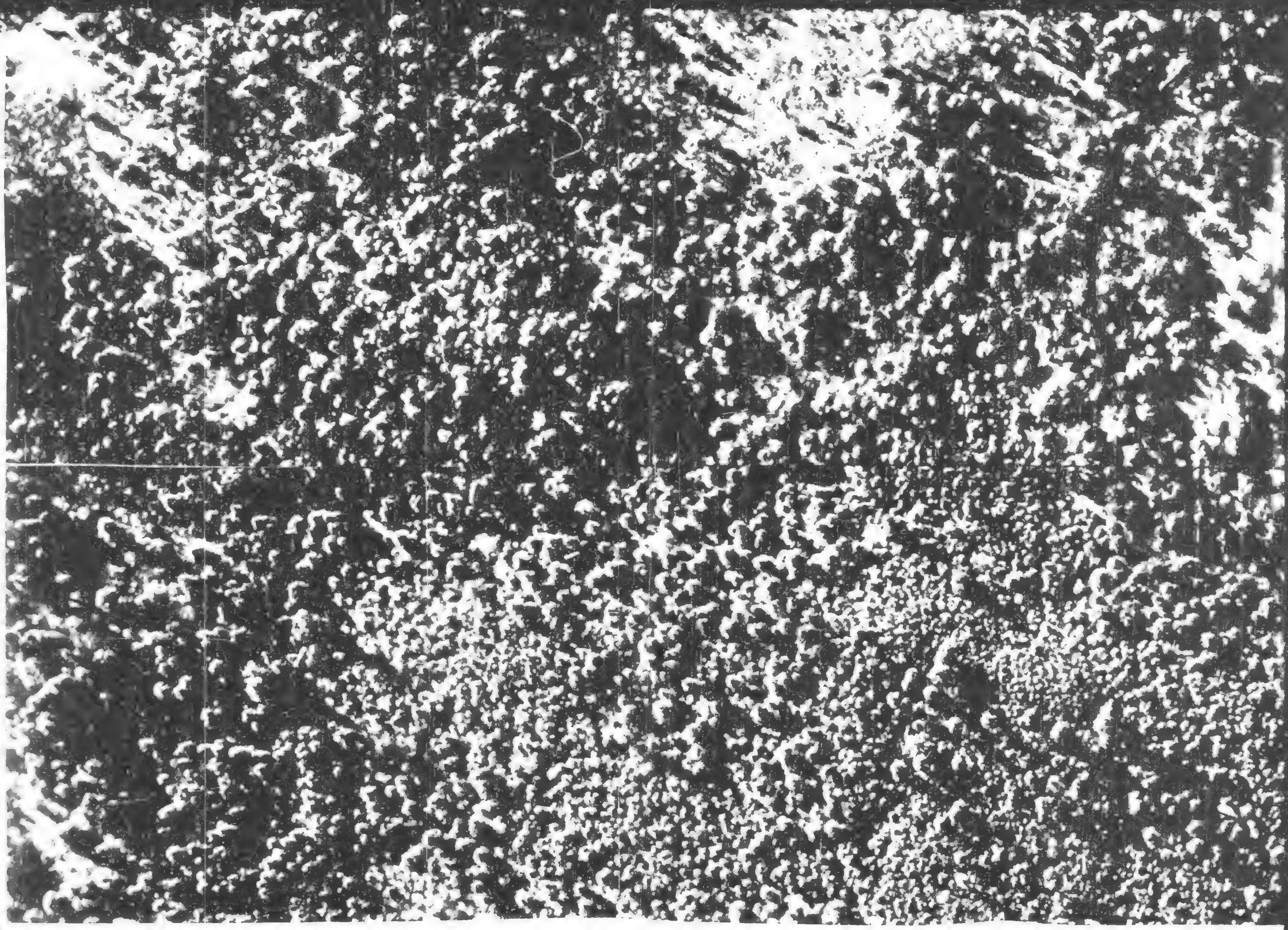

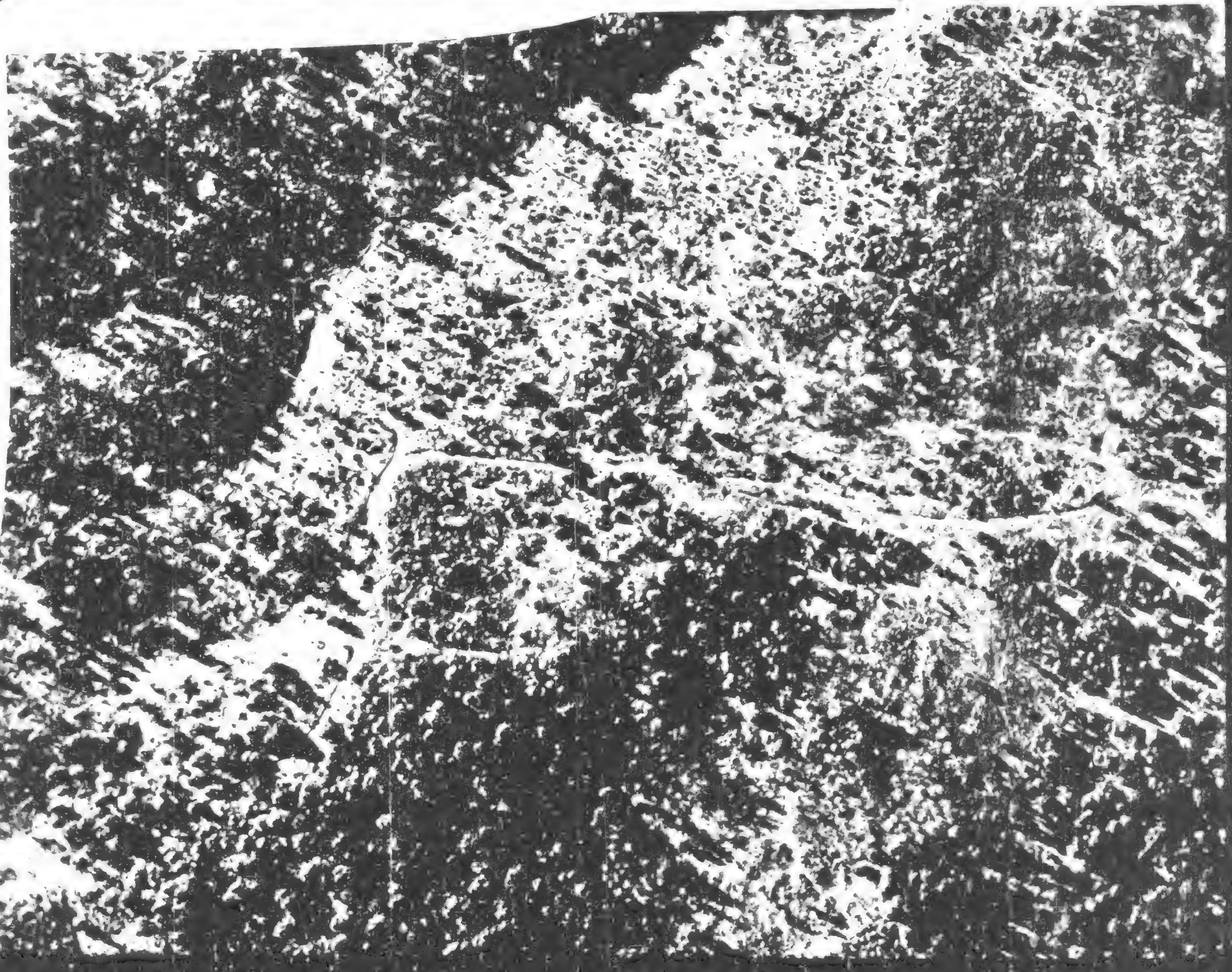

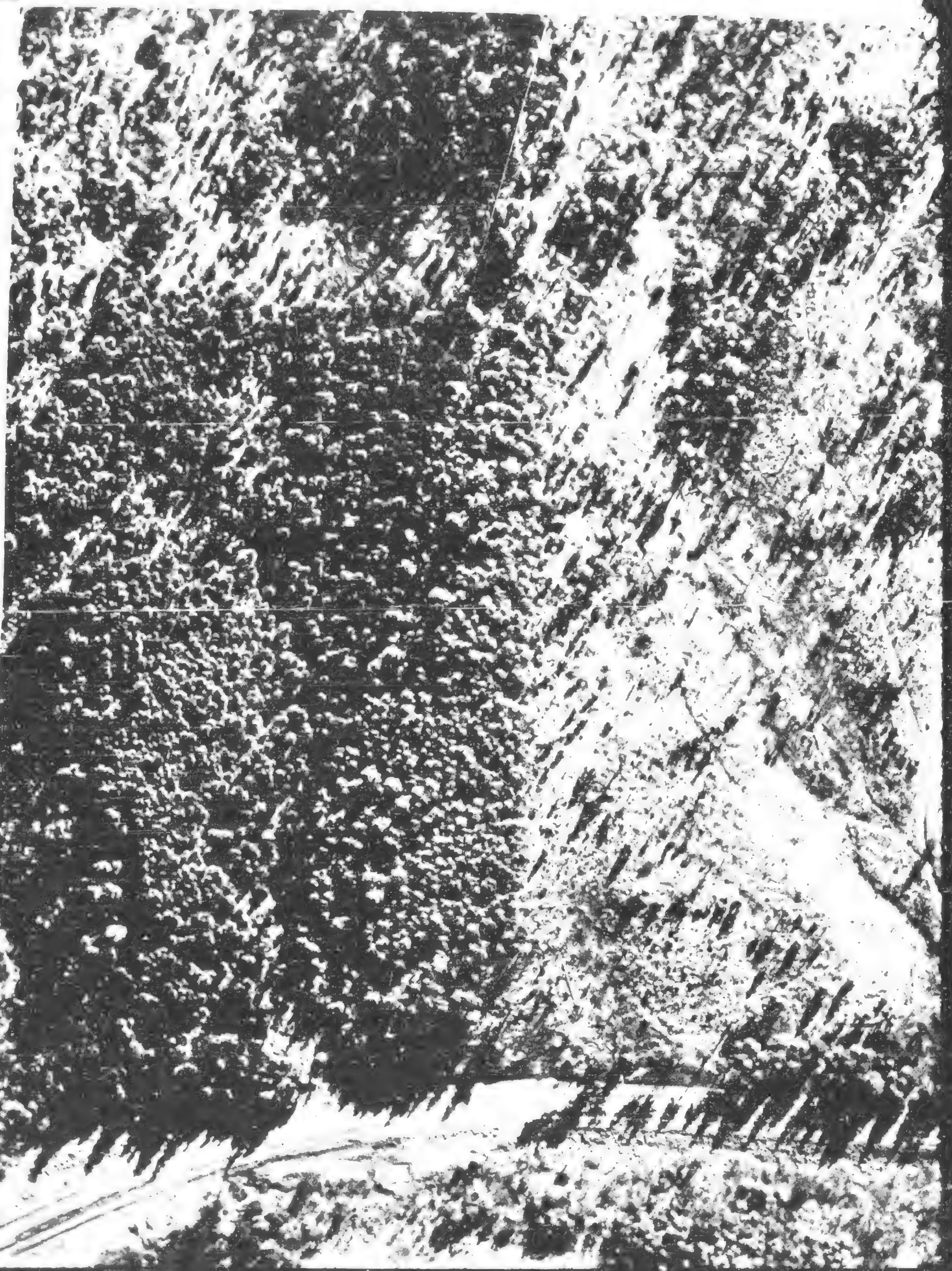

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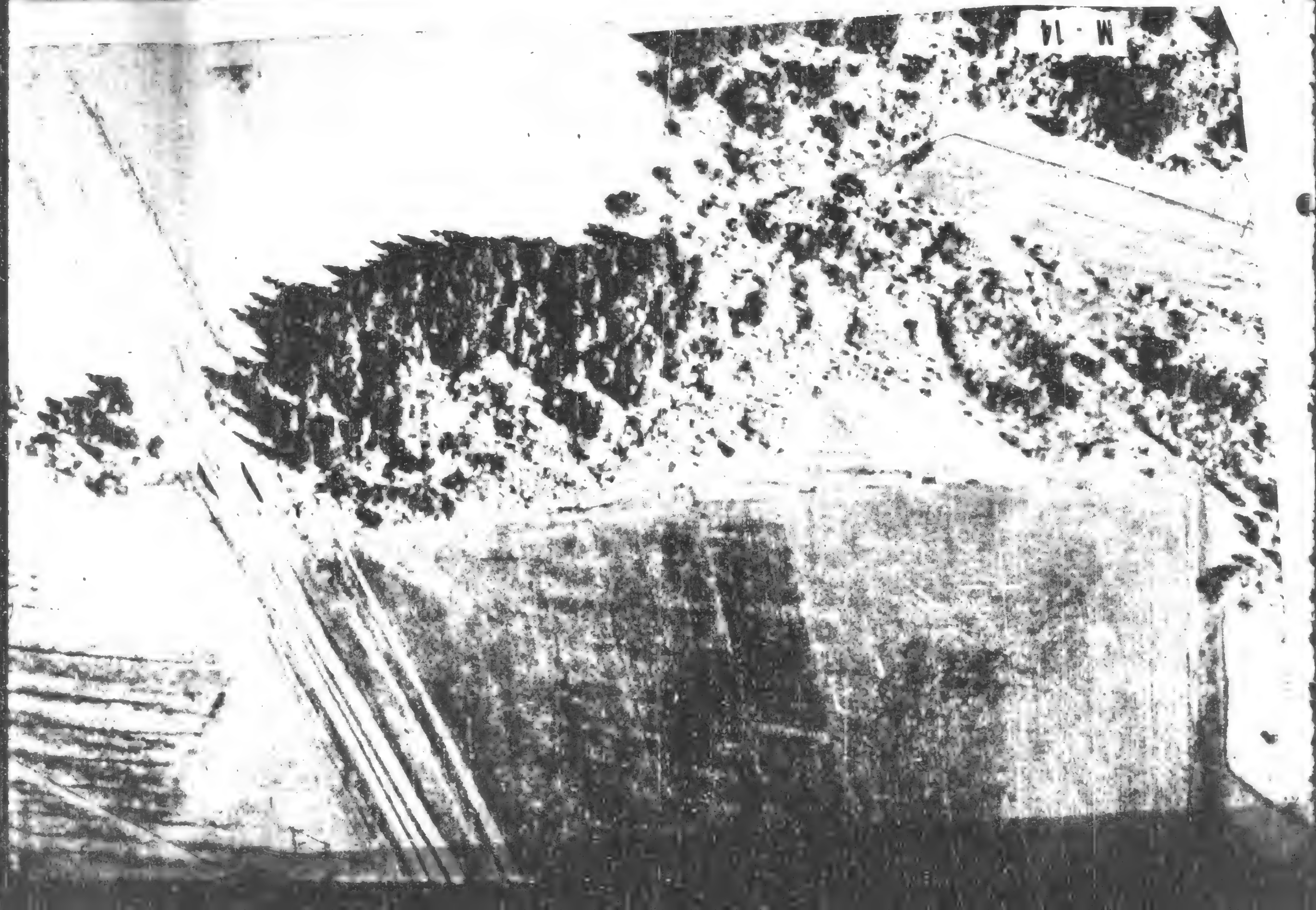
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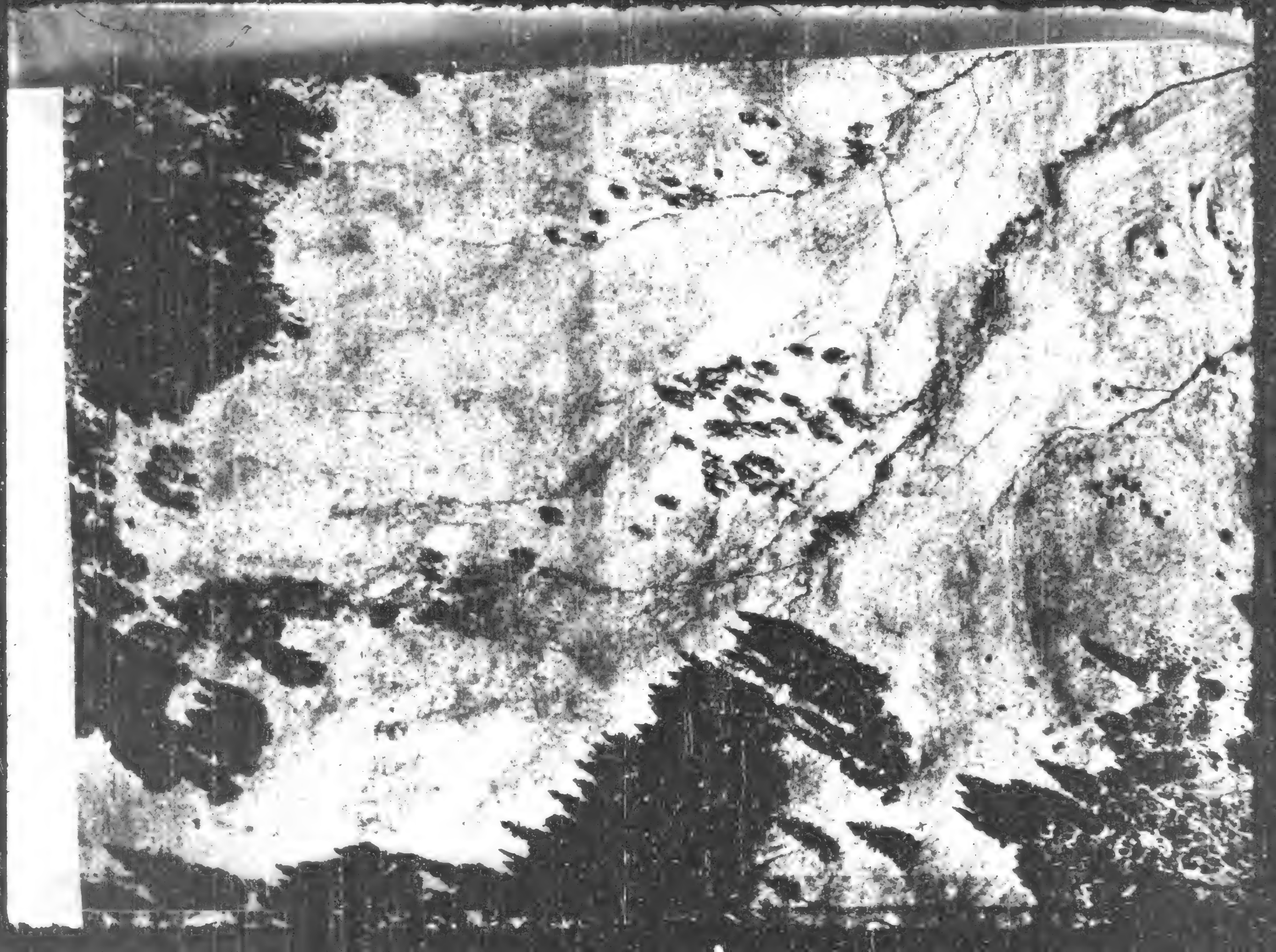

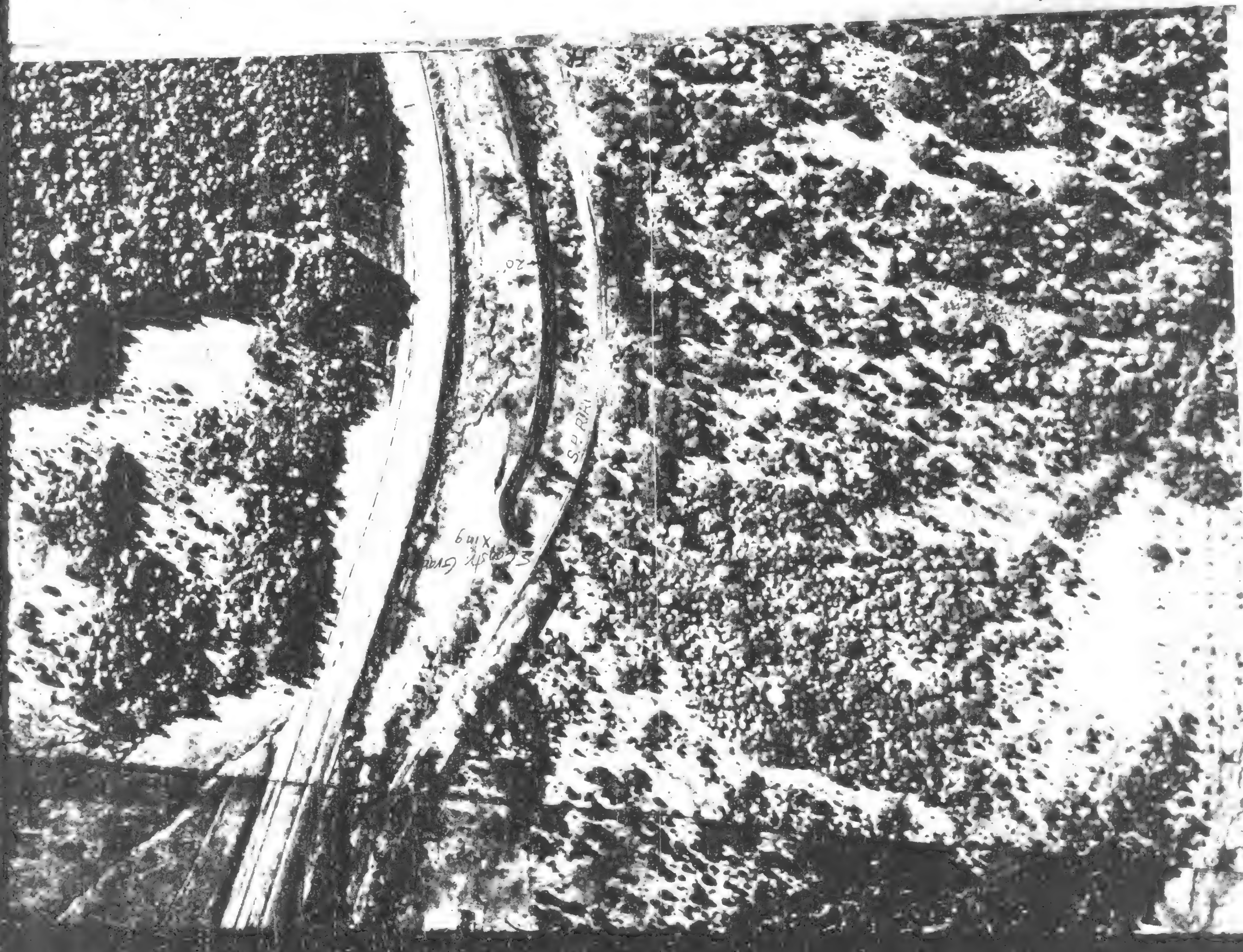

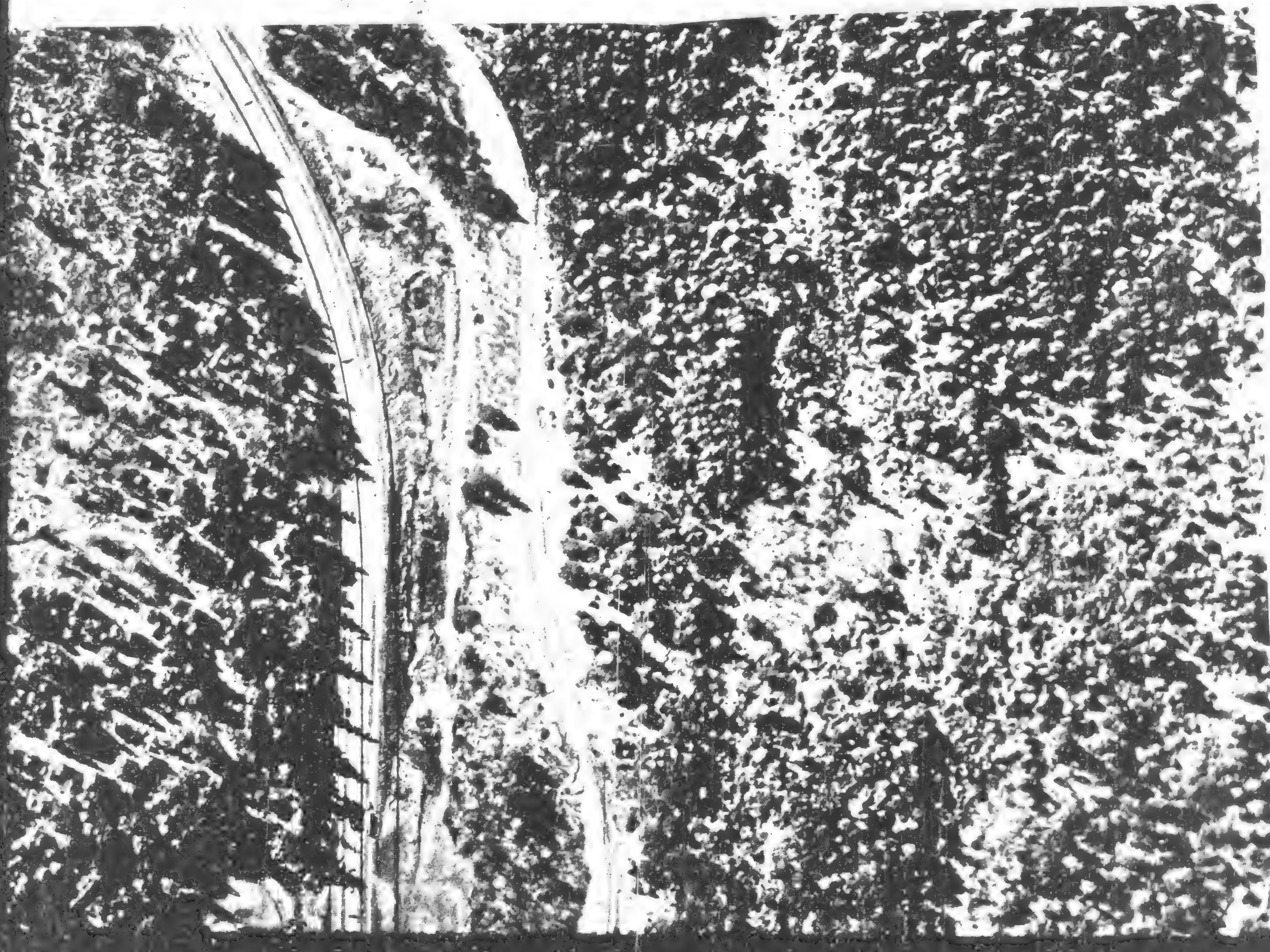

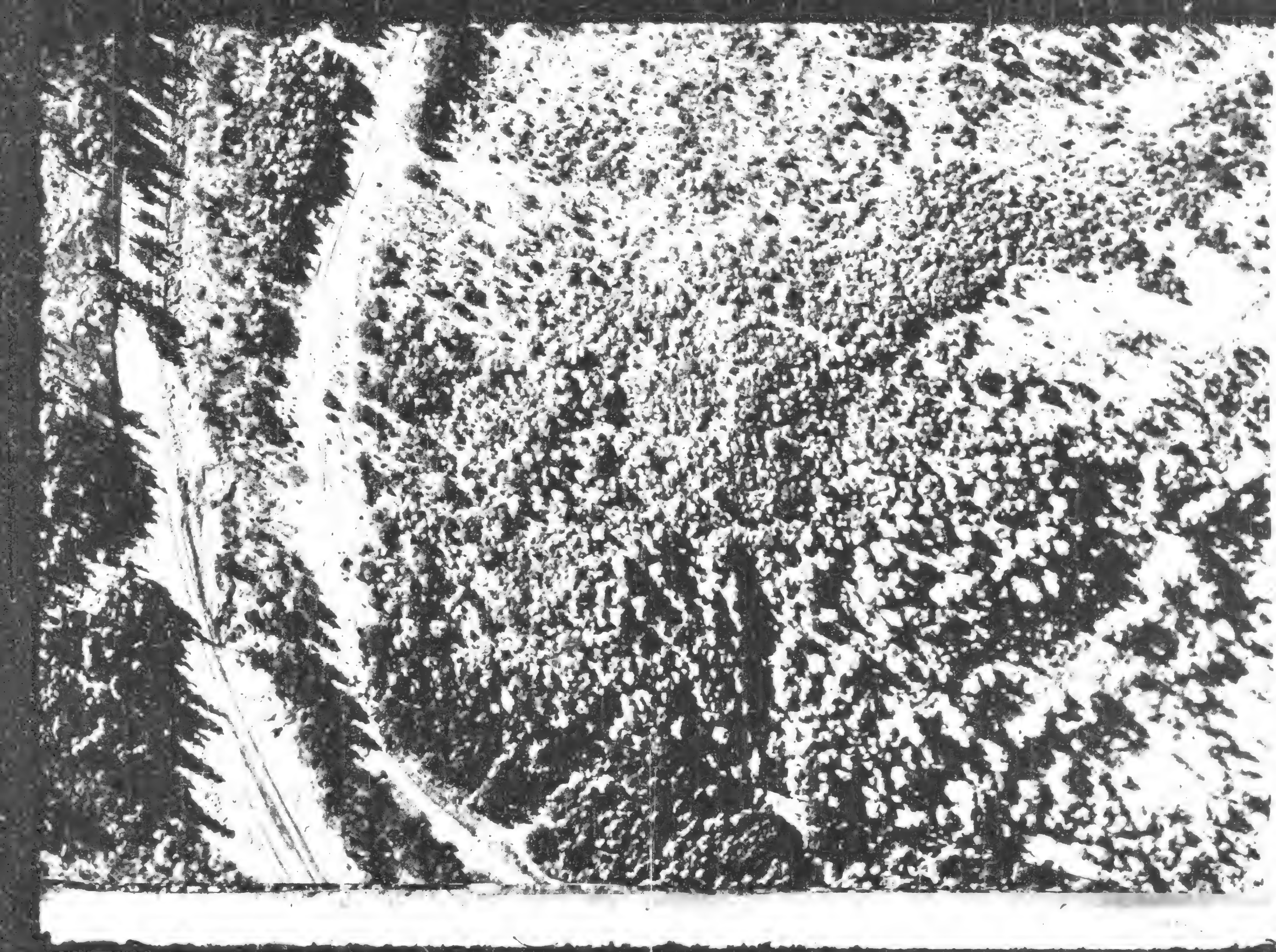

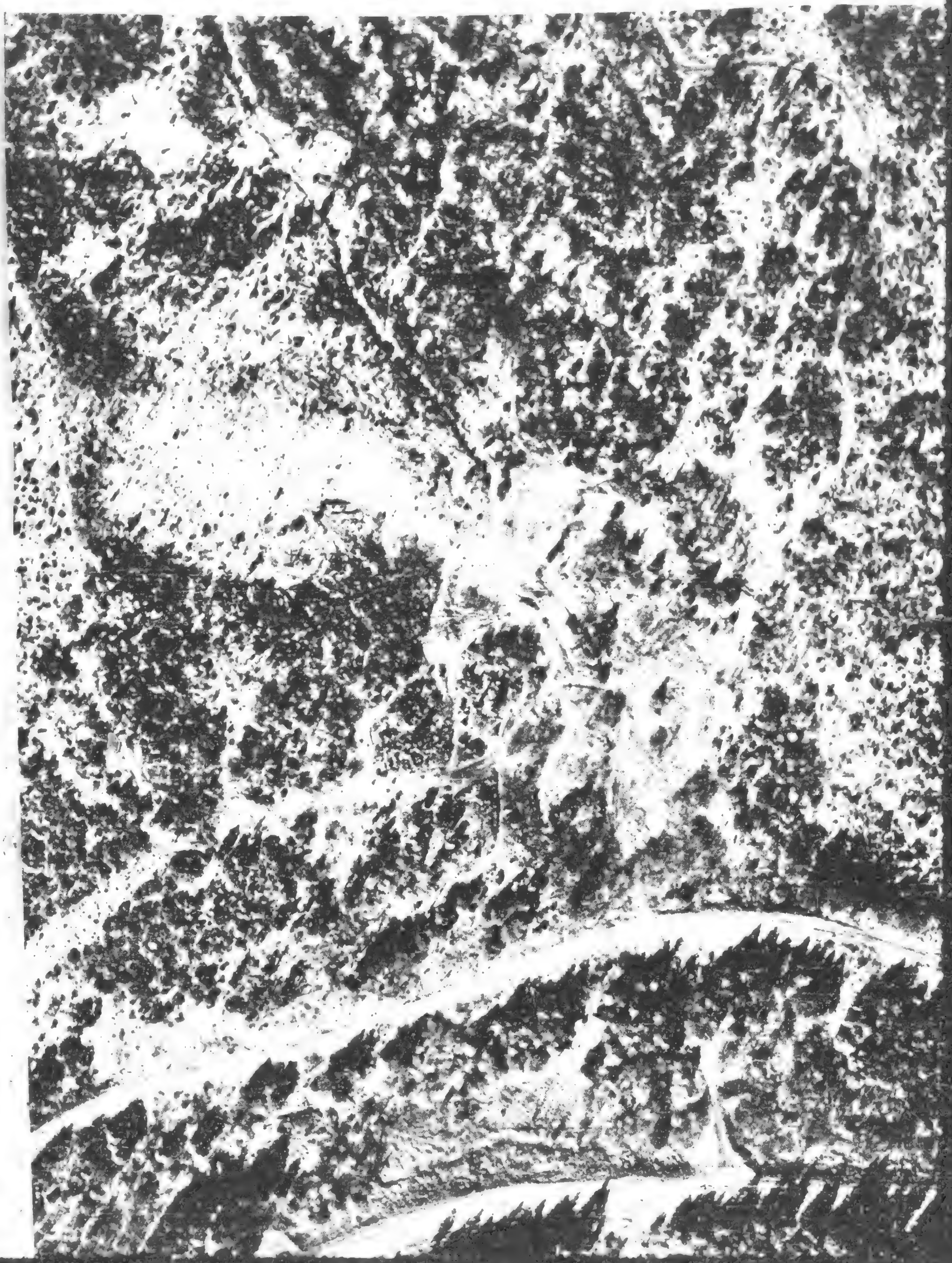

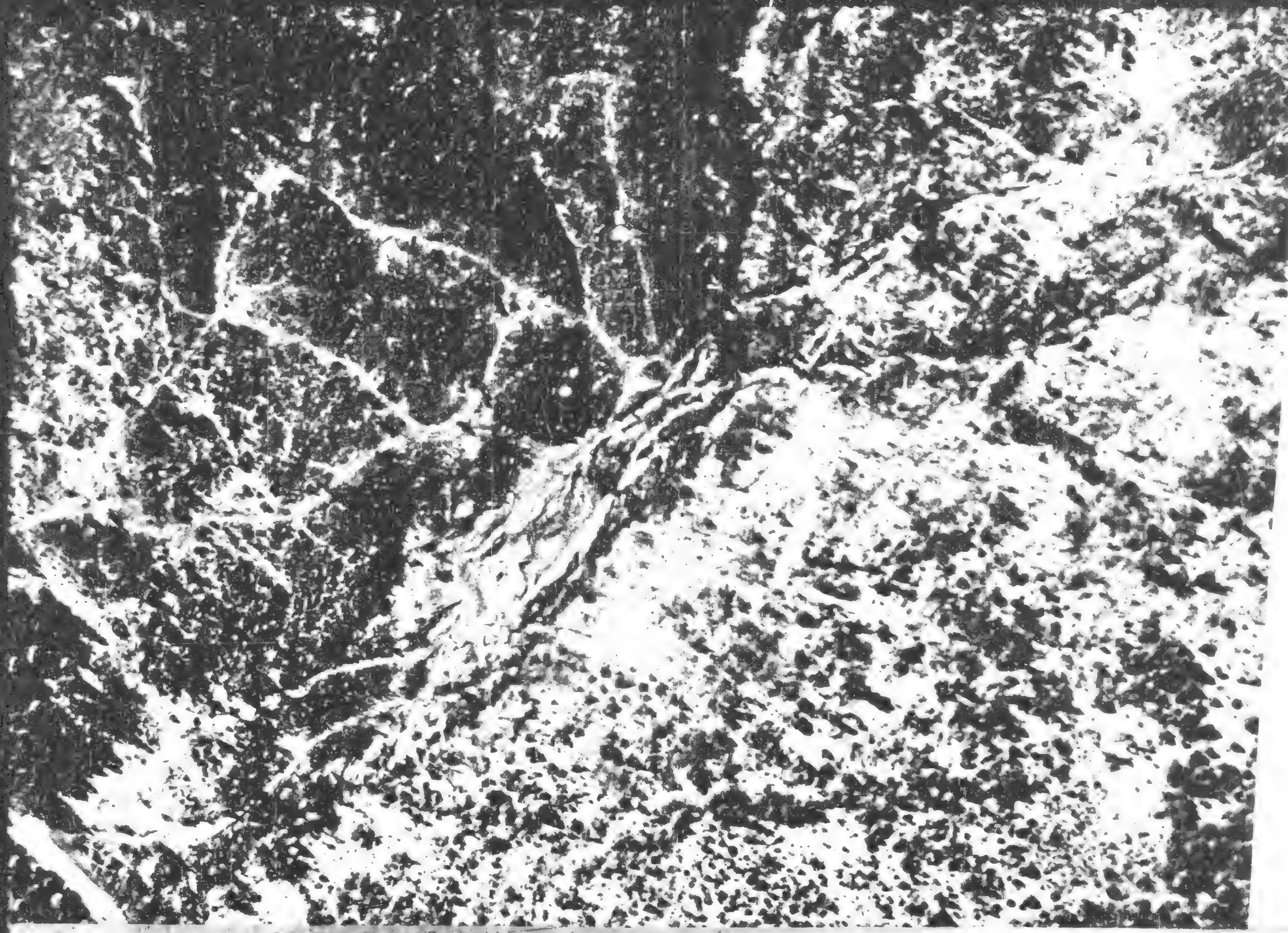

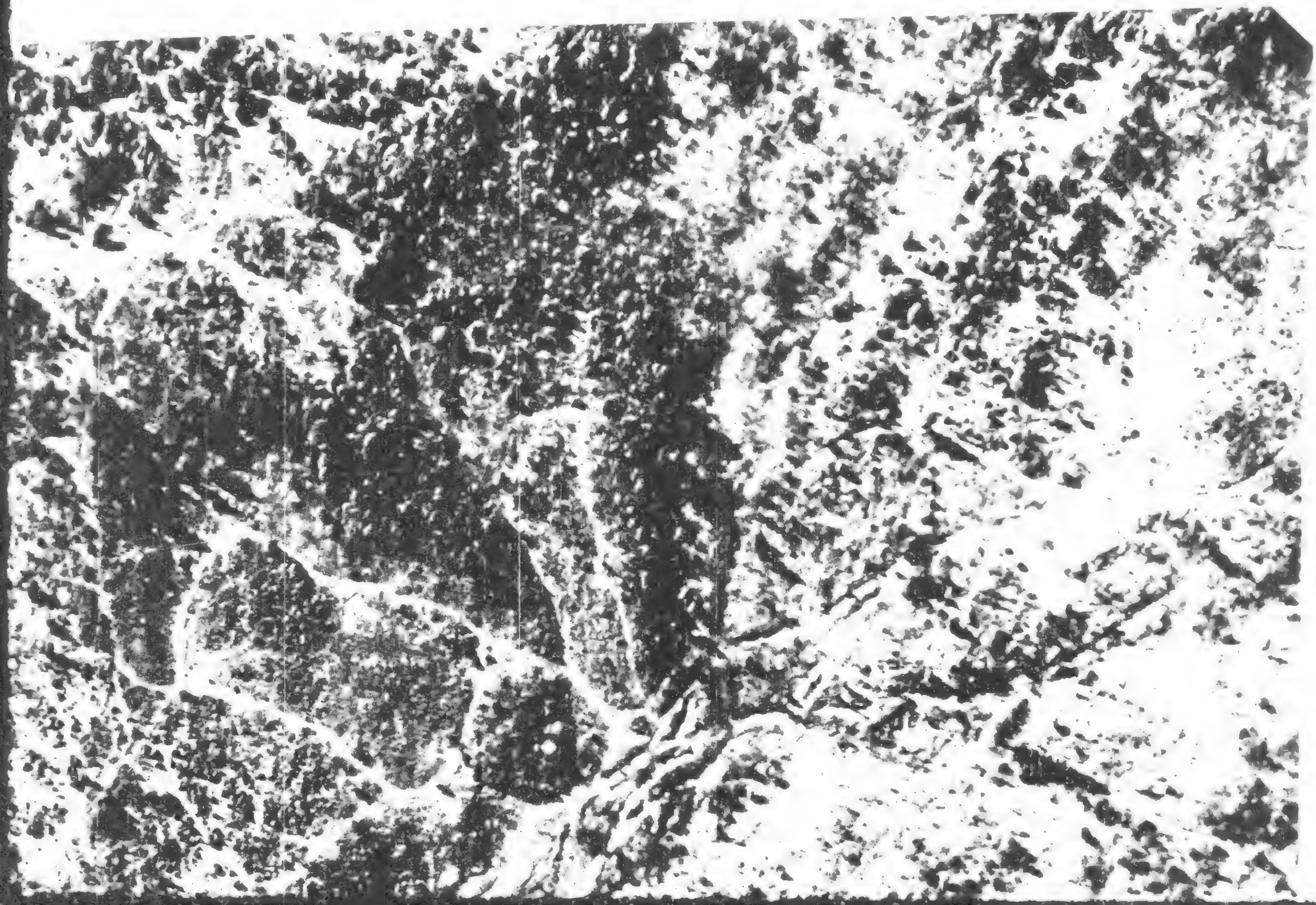

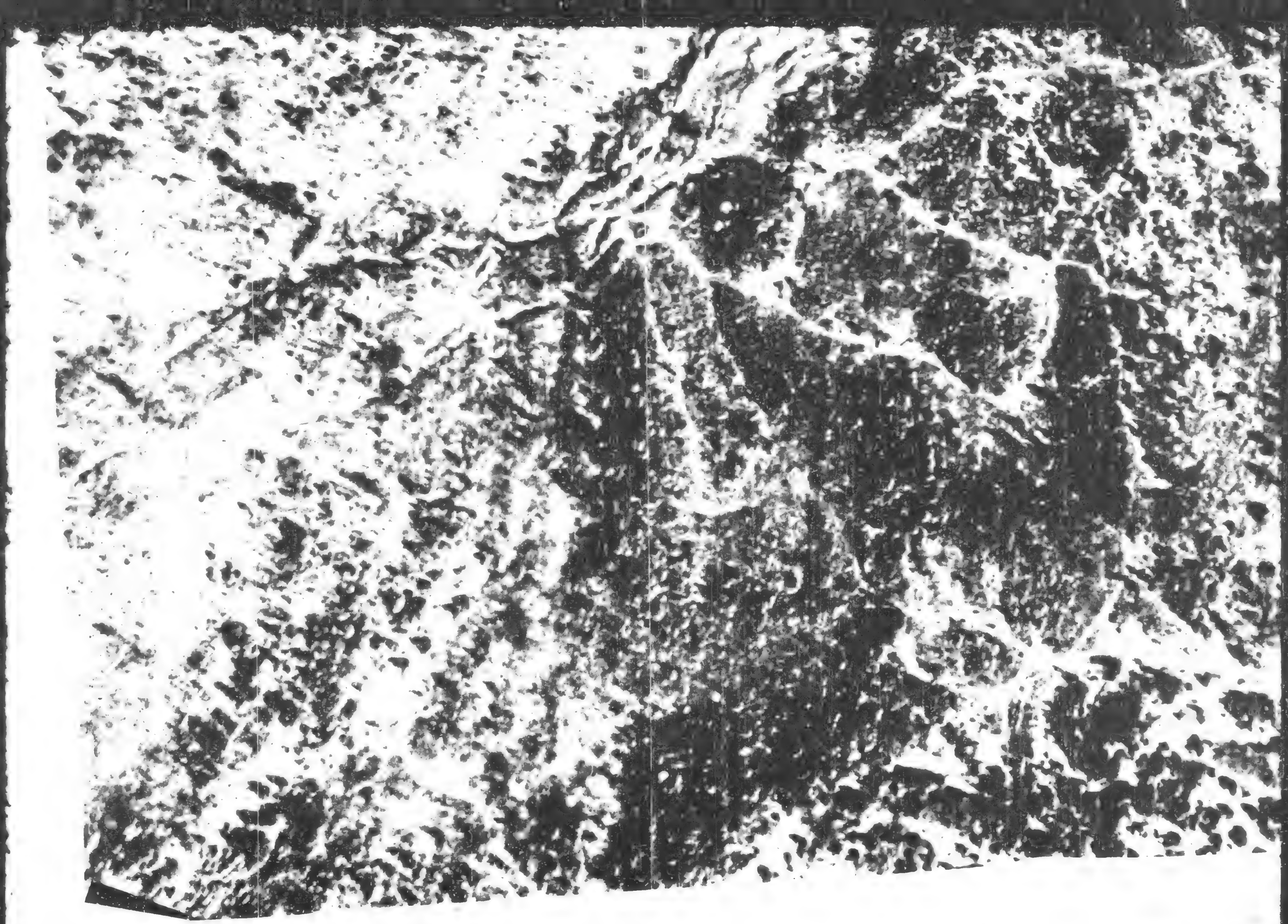

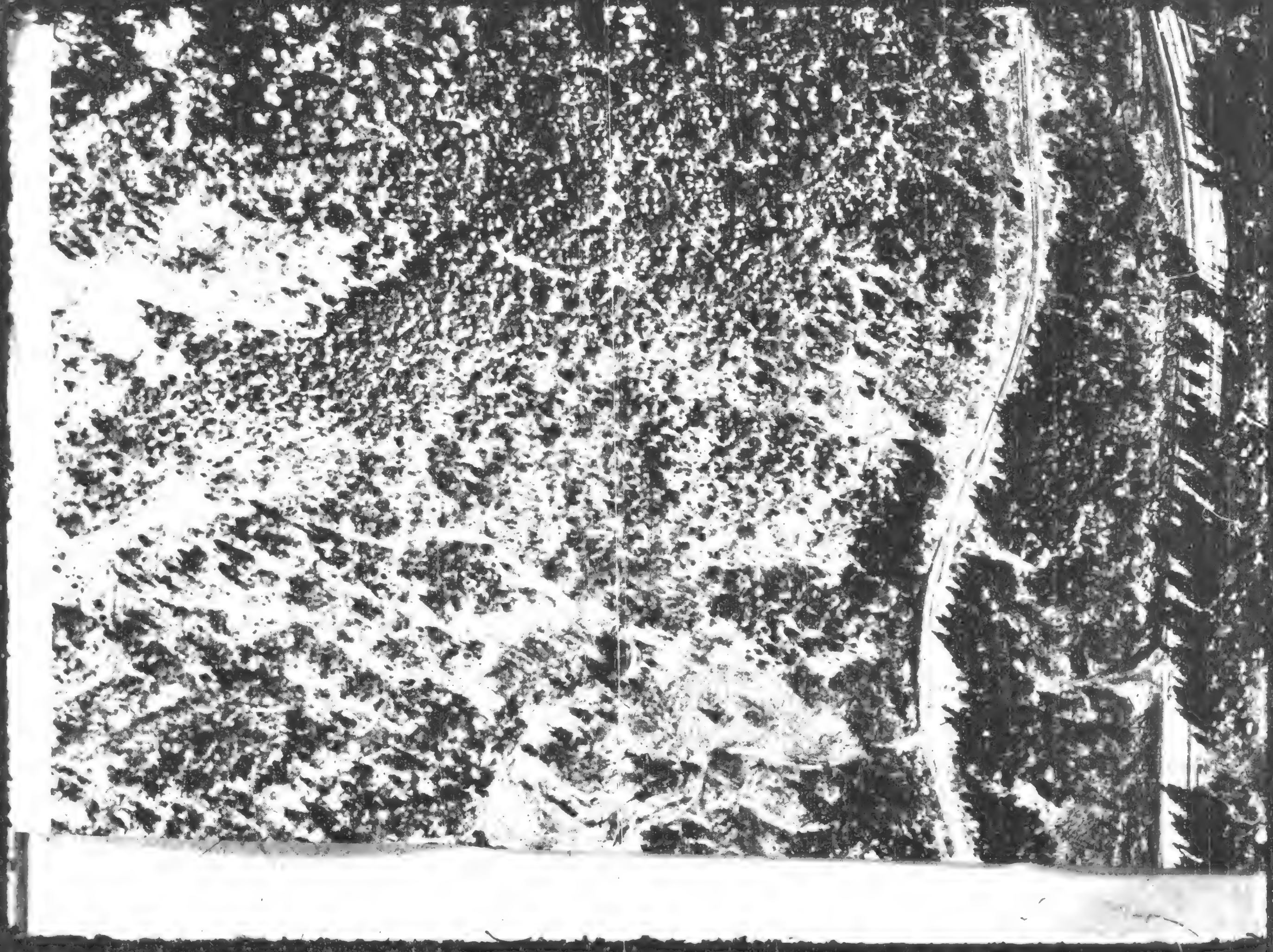

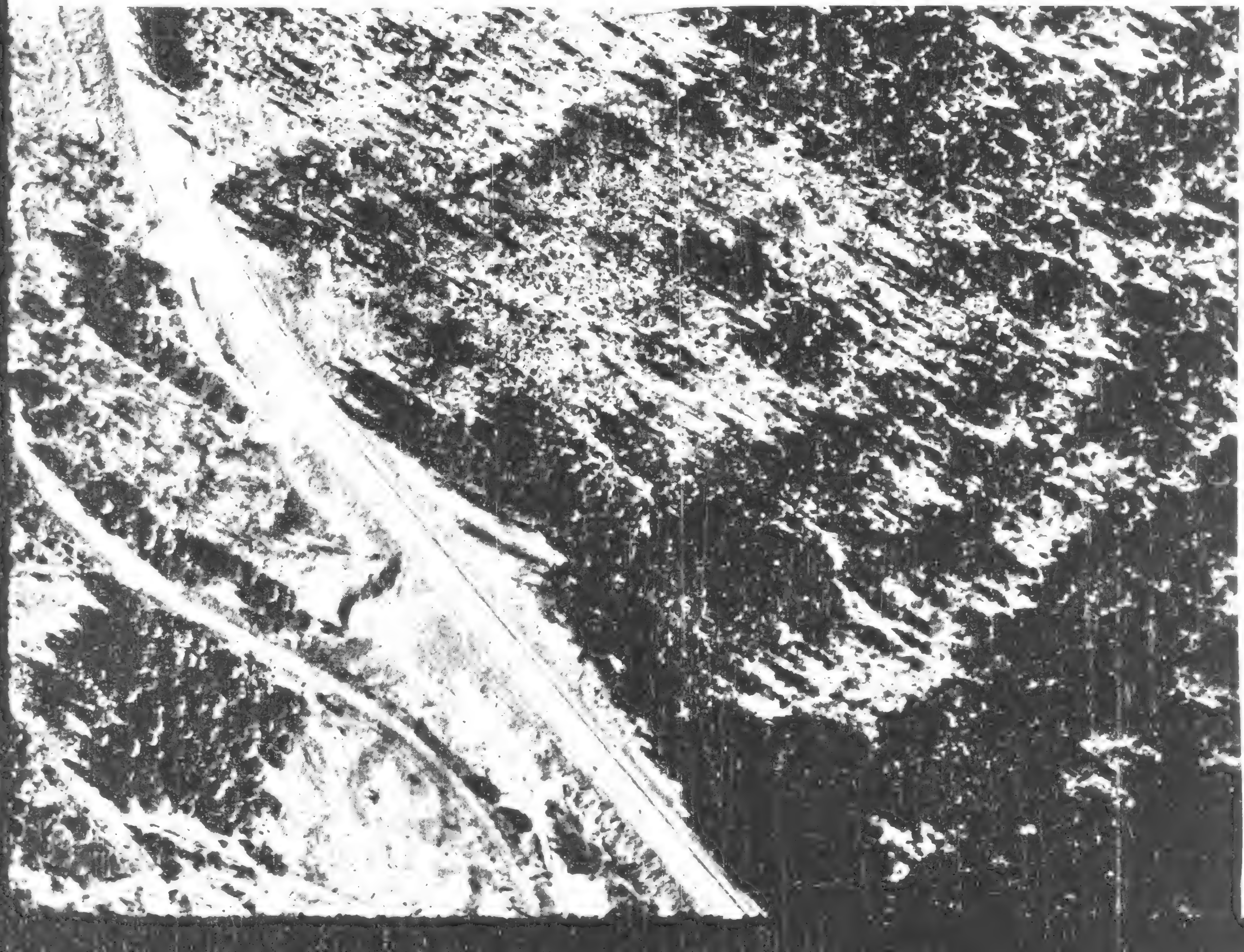

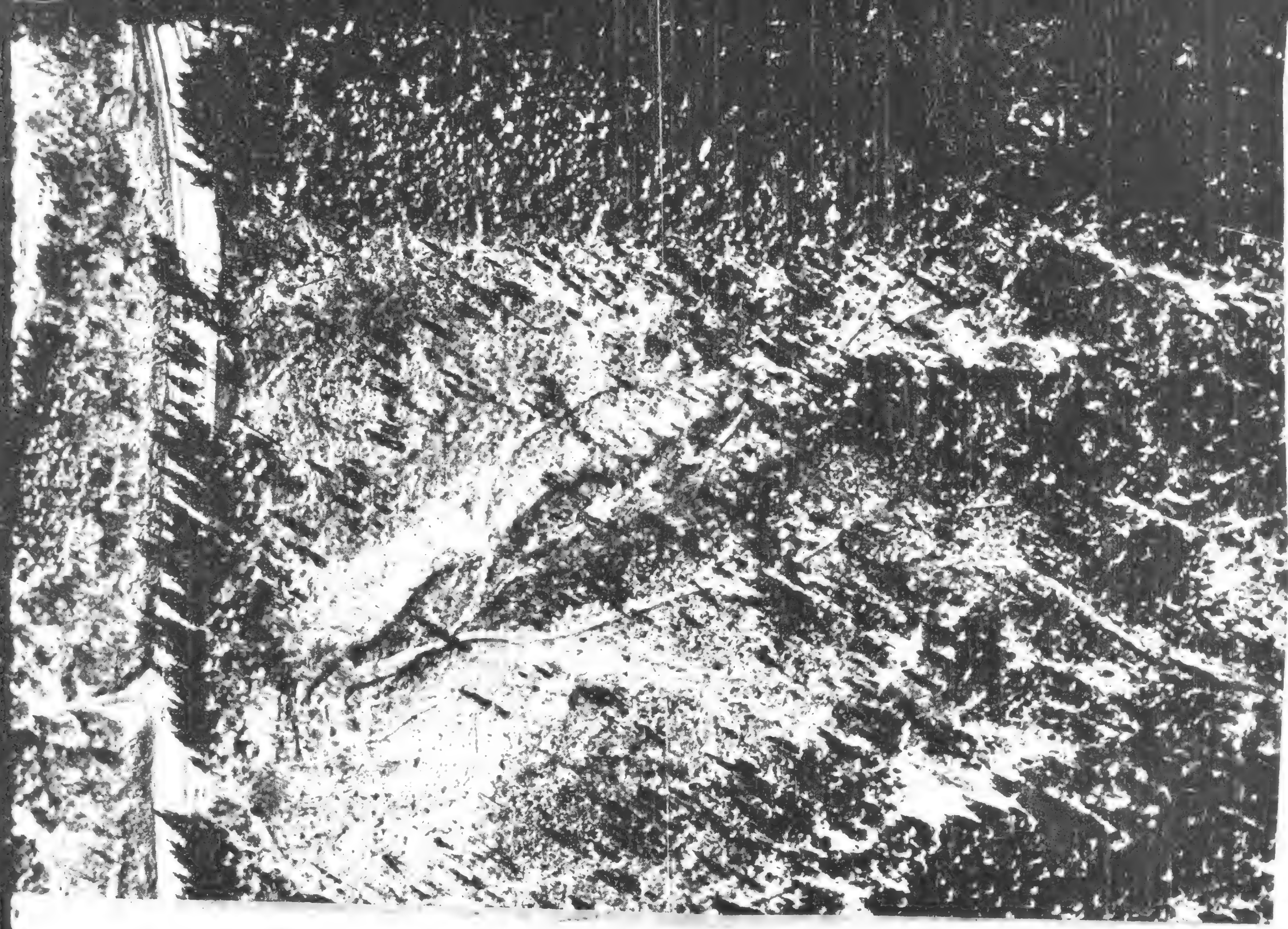

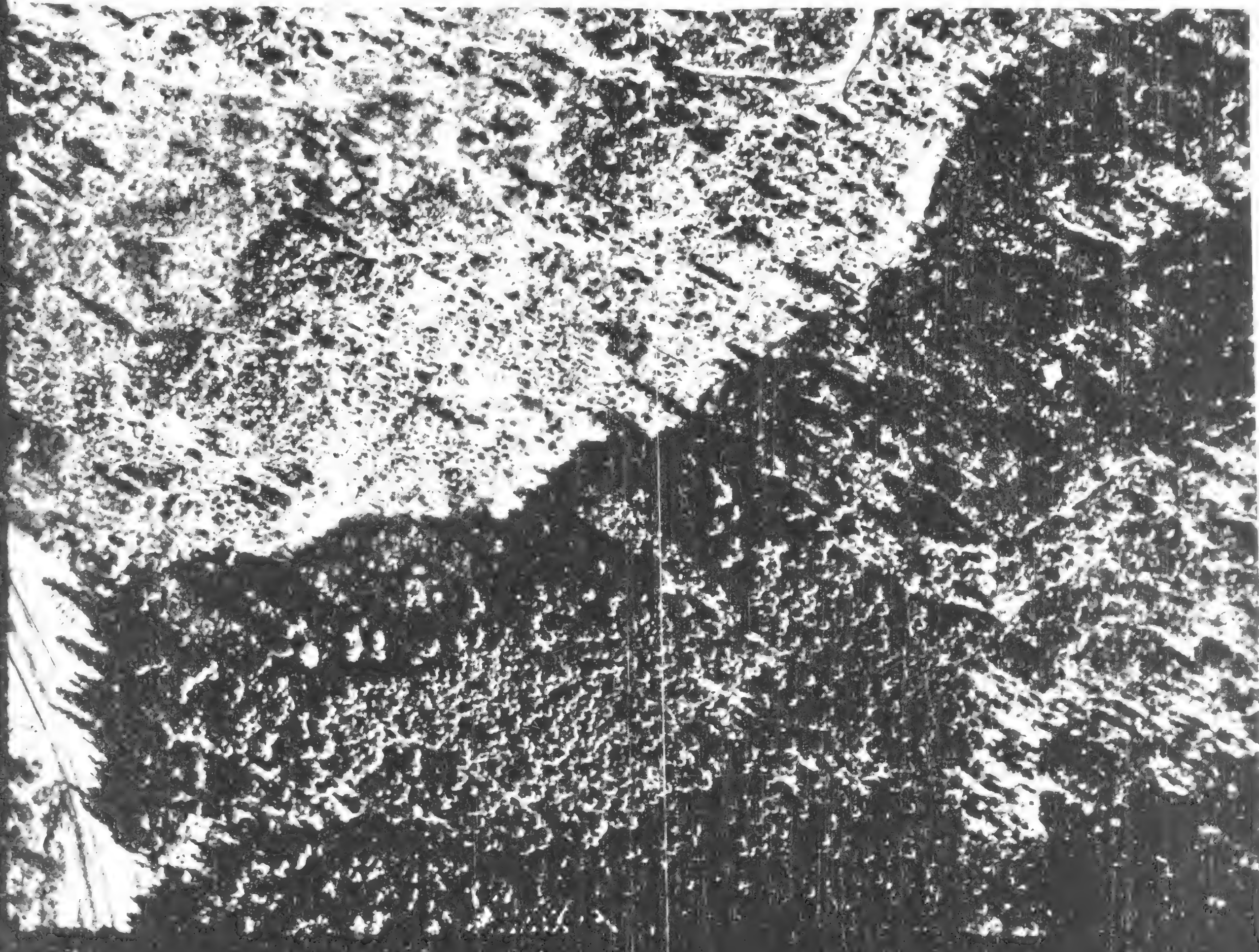

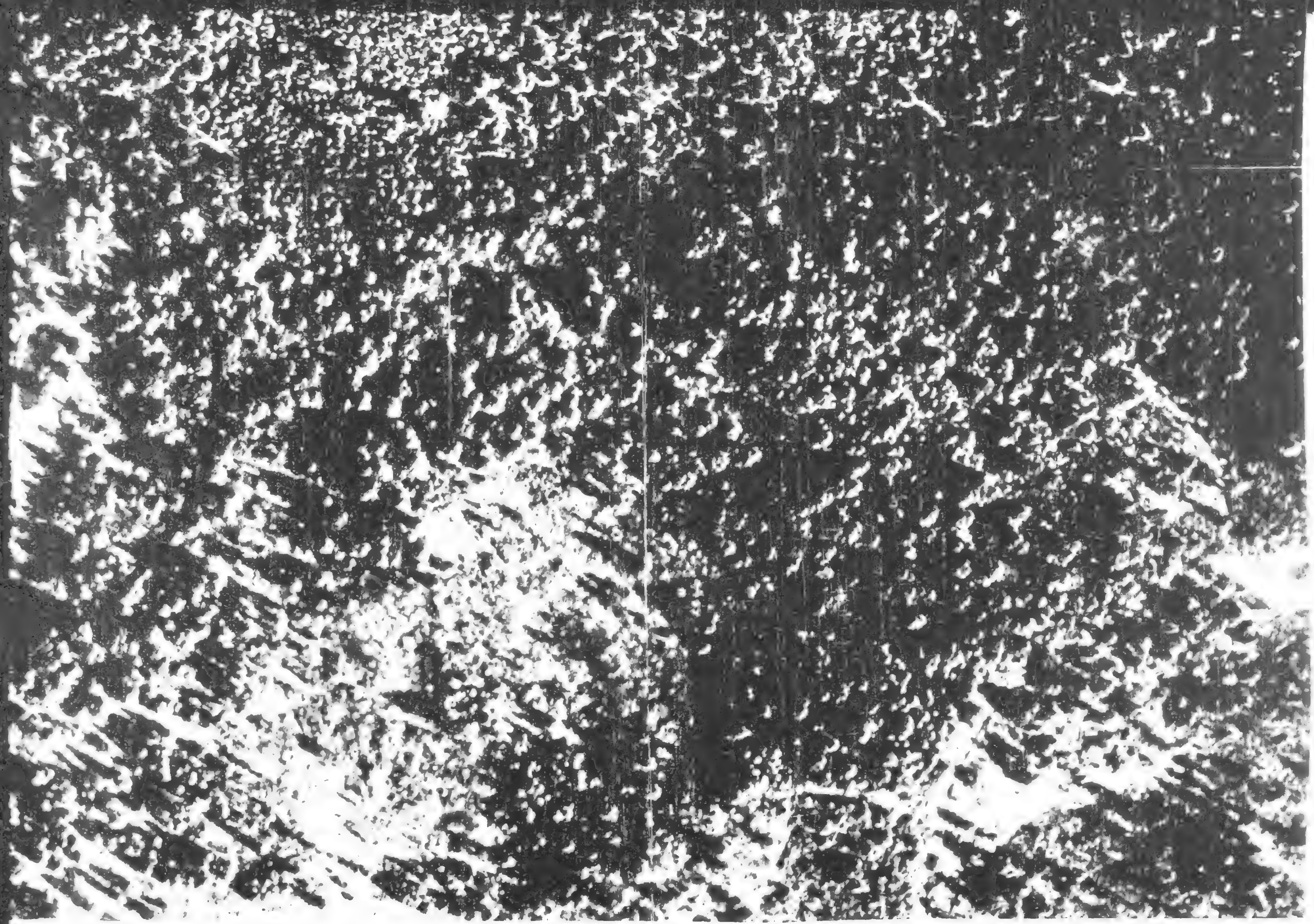

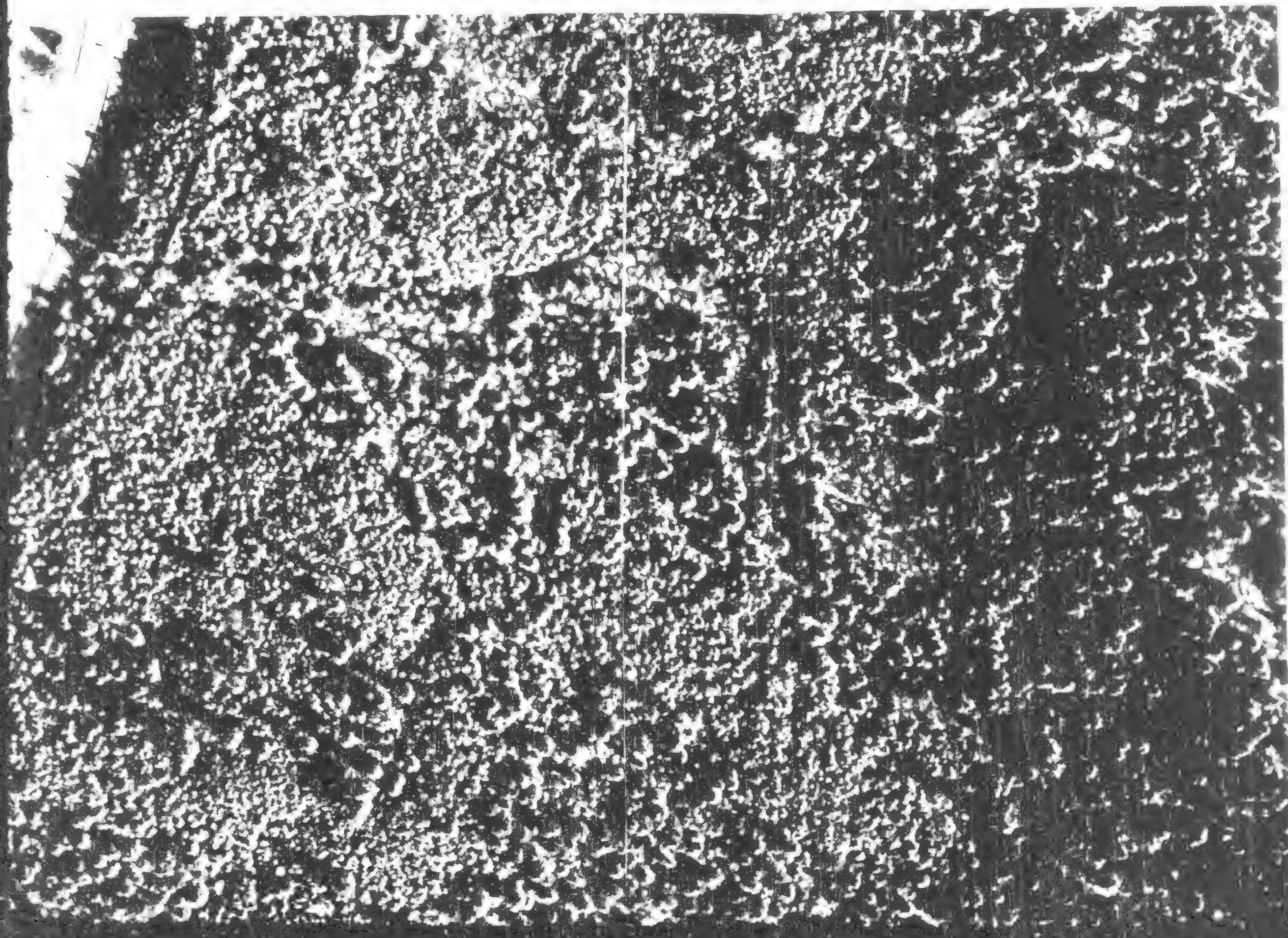

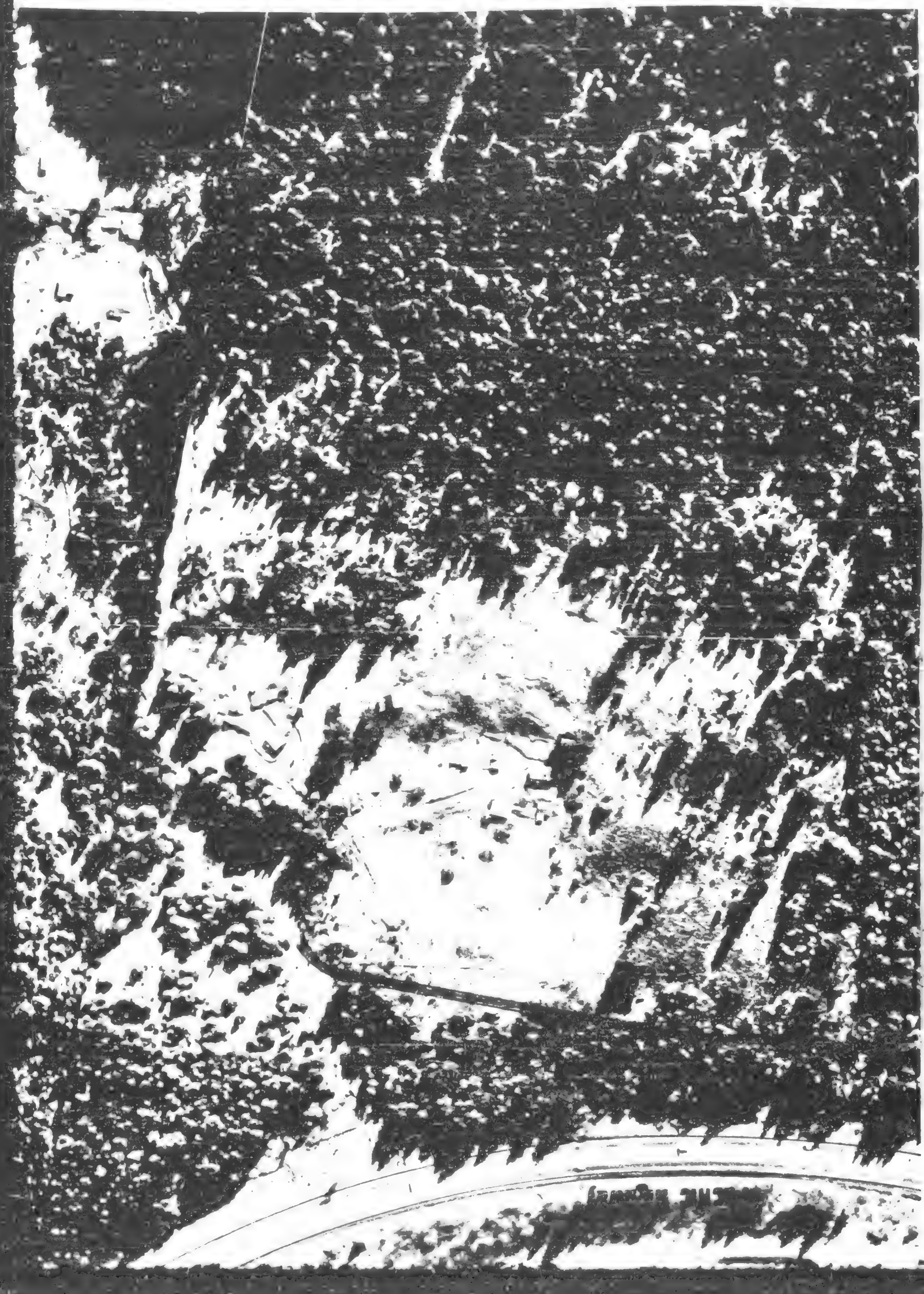

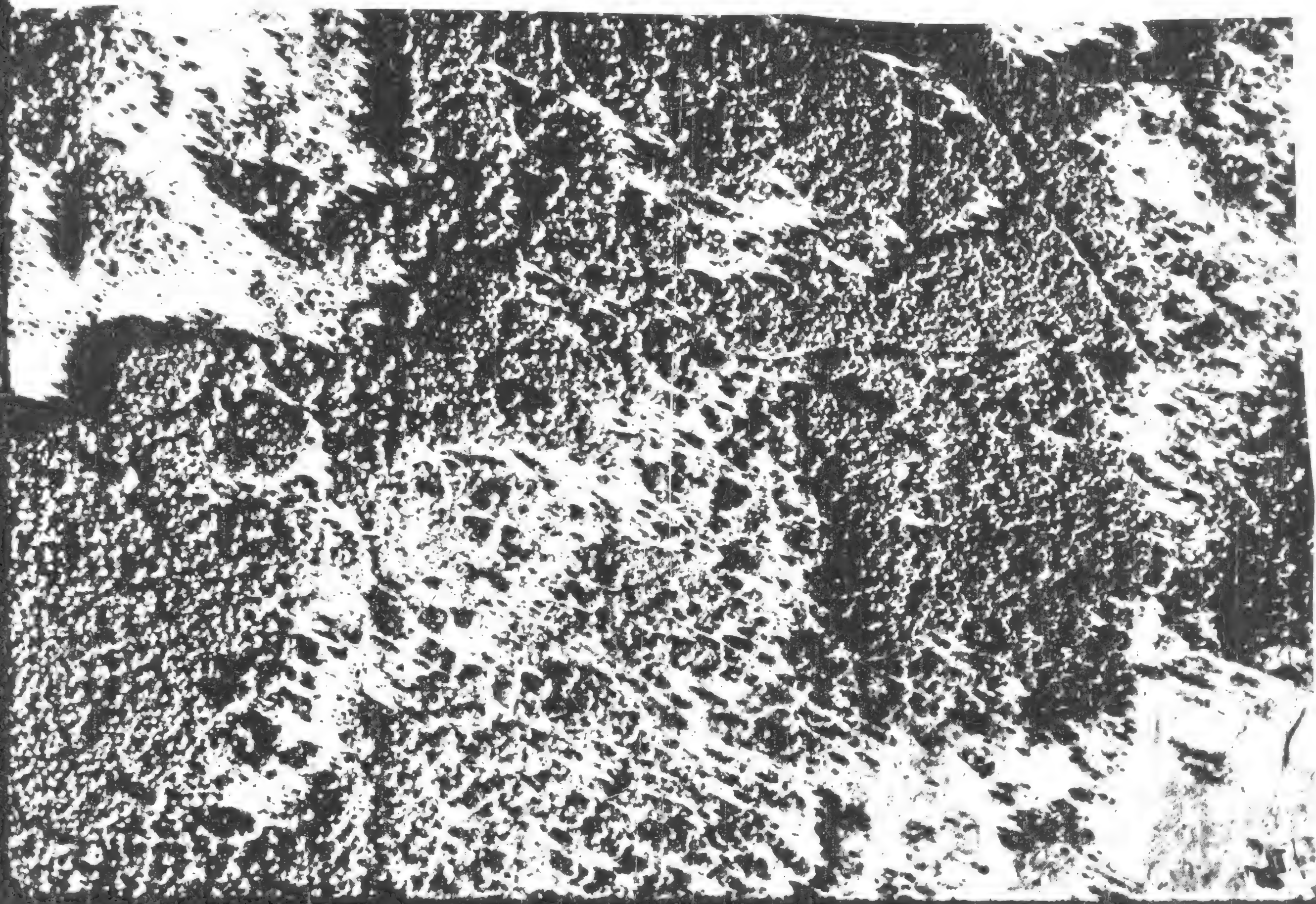

RECEIVED
AUG 12 1969
FOR FILING

Court
RW
Pac. Hwy. S.

August 11, 1969

Oregon State Highway Commission

Gentlemen:

Although Interstate 5 has been open to four-lane traffic for several years, the Divide-Azalea Section in Douglas County, which was completed with bond financing in 1953, is below present Interstate standards.

Right-of-way will be required for this section, and it will be necessary to conduct public hearings in order to fulfill Bureau of Public Roads requirements. I request your concurrence in conducting a corridor-design combination hearing on this section in preparation for acquisition for right-of-way and for design clearance by the Bureau.

Interstate funds will be used for the construction of this project. The estimated cost for construction from Divide to Canyonville is $4,600,000; revision of the Azalea Interchange is estimated to cost $1,530,000; the estimated right-of-way cost for the entire project is $400,000, making a total of $5,930,000.

This matter will be on the agenda for your approval at the August 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
L. H. Young
F. D. Morgan
D. H. Moehring
H. S. Cox
V. E. Skoog
C. T. Keasey

BLG:ia er

RECEIVED
MAR 6 - 1969

Memorandum

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 28, 1969

In reply refer to: 08-35-DB/500

KLABOE

SUBJECT: Oregon I-5-3
Anlauf Interchange

Your January 9, 1969 memorandum submitted comparative estimates of cost for two alternate designs for the reconstruction of the Anlauf Interchange. One alternate was approved by us on September 22, 1967. The other alternate is a moderate modification of the originally approved design in that a new separate structure over the railroad for the southbound exit ramp is proposed in lieu of widening the existing railroad structure.

On the basis that the comparative estimates show a minor difference in cost and that the modification provides some operational advantages and definite construction advantages, the modified design referred to in your letter as the April 25, 1968 plan is approved.

In developing the detail design the feasibility of moving the southbound exit terminal off of the mainline curve should be studied.

Your standard interchange layout has been returned to your Urban Design Section.

NOTED
E. B. KLABOE

orig to Barbee w/enc.
3-4-69

3-5-69
REFERRED TO
Barbee
By Asst. State Hwy. Engr.
Please see me

RECEIVED
MAR 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
[illegible] 1969

9037

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JAN 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 9, 1969

RLW
Proc Hwy S

Mr. Robert R. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Subj: Aniauf Interchange
Divide-Aniauf Section
Pacific Highway
Douglas County

Dear Mr. Simpson:

Since our May 1, 1968 submittal on the subject interchange, we have made a more careful check of the estimates of our two proposals. We have discovered that waste material will exist on this project which we originally considered would be borrow. Also, a careful check has revealed that if we widen the existing railroad structure, we will have to jack it up to obtain standard railroad clearance.

Below are revised estimates for each alternate:

Plan Approved September 22, 1967		Plan Submitted April 25, 1968	
Grading and Paving	857,500	Grading and Paving	898,250
Extra Work:		Extra Work:	
Flagging	15,000	Flagging	15,000
Seeding and Mulching	1,675	Seeding and Mulching	1,730
Slide Removal	20,000	Slide Removal	20,000
Freeway Structure*	322,000	Freeway Structure*	322,000
Widen, Flare, and Raise Existing Structure	310,000	New Structure over RR and Pass Creek	278,000
	$1,526,175		$1,535,000

* Freeway structure price includes removal of existing structure.

As there is now only a difference of some $9,000, we request that you approve our April 25, 1968 plan which is included herewith.

Very truly yours,

Forrest Cooper
State Highway Engineer

By D. J. Barbee
D.J. Barbee
Design Engineer

DNS:jp
cc: F.B. Klaboe
Attach.

90-7

RECEIVED
NOV 29 1968
FOR FILING

Memorandum

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301
DATE: November 26, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
~~Salem, Oregon~~

FROM : R. E. Simpson, Division Engineer
~~Salem, Oregon~~

SUBJECT: Oregon I-5
Divide-Anlauf Section
Anlauf Interchange

2289

Mr. Morgan's May 1, 1968 letter forwarded comparative cost estimates on two alternate designs for this interchange revision.

We have subsequently discussed this design with your Design Section and it is our understanding that additional design studies are continuing.

The original layout sheet is herewith returned.

Enclosure

orig to Barbee w/one.
11-27-68

ROUTED TO
NOTED
F. D. KLAAS

RECEIVED
NOV 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

SEP 3 - 1968

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: August 29, 1968

In reply refer to: 08-35-DA

TO : ~~Mr. Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3( )165
Rattlesnake Road Interchange
Divide - Anlauf Section, Pacific Highway

By March 22 letter Mr. Morgan submitted a layout sheet and other data and requested approval of the Rattlesnake Road Interchange as an addition to the Interstate system.

We have reviewed the submission and looked at the area in the field. It is our opinion that it would be very difficult to construct the interchange as proposed because of the Interstate alignment, slide conditions and the close proximity of the railroad.

Before acting on your proposal we believe other alternates are worthy of consideration. These might include the possibility of constructing frontage roads to connect to old 99 in the vicinity of the Divide Interchange, frontage roads along both sides of the freeway to connect to existing frontage roads and alternate locations for this interchange.

REFERRED TO
9-3-68
By Asst. State Hwy. Engr

copy to Young

RECEIVED
AUG 30 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 7 1968
FOR FILING
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
PORTLAND
Carat
214
Pac Hwy 1
2289

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 1, 1968

Mr. Robert H. Simpson
Division Engineer
Bureau of Public Roads
777 Chemeketa Street N. E.
Salem, Oregon 97301

Subj: Anlauf Interchange
Divide-Anlauf Section
Pacific Highway
Douglas County

Dear Mr. Simpson:

Herewith, as requested by your letter of April 29, the following cost estimates covering the entire revision to the subject interchange proper:

Plan Approved Sept. 22, 1967		Plan Submitted April 25, 1968	
Grading and Paving	$41,450	Grading and Paving	970,000
Extra Work		Extra Work:	
Flagging	15,000	Flagging	15,000
Seeding and Mulching	1,675	Seeding and Mulching	1,750
Slide Removal	20,000	Slide Removal	20,000
Structure Removal	35,000	Structure Removal	35,000
Freeway Structure	165,000	Freeway Structure	165,000
Widen & Flare Existing Str.	221,000	New RR O'ing Str.	252,000
Total	$1,399,125	Total	$1,588,750

I trust this will enable you to approve the latest submittal.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
F.B. KLABOE

By F. D. Morgan
F. D. Morgan
Construction Engineer

DNS:jp
cc: F. B. Klaboe
V. D. Wolfe

RECEIVED
MAY - 3 1968
OFFICE OF

Form FH-12I (4-67)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: April 29, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(-)149
Divide - Anlauf Section
Anlauf Interchange

Mr. Morgan's letter dated April 25, 1968 requested approval of a revised design for the Anlauf Interchange.

To assist in our review, we request a comparative cost estimate be submitted of your present proposal and the previous plan we approved on September 22, 1967.

NOTED
F.B. KLABOE

REFERRED TO
morgan handling
BY ASST. STATE HWY. ENGR.
copy to Young
5-1-68

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
MAY 1 1968
CONSTRUCTION DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

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APR 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 22, 1968

Mr. Robert H. Simpson
Division Engineer
Bureau of Public Roads
477 College Street N. E.
Salem, Oregon

Subj: Rattlesnake Road Interchange
Divide-Anlauf Section
Pacific Highway
Douglas County

Dear Mr. Simpson:

Herewith preliminary layout sheet on the subject interchange and the following information for justification as per page 27 of Instructions for the 104(b)5 Study.

1.a) This is a local road used jointly by several agencies and individuals to gain access to their respective properties or facilities.

b) See attached traffic diagram.

c) Two-lane gravel road.

d) Two lanes.

e) Cross road will serve the surrounding properties and facilities on either side of the highway.

f) The Curtin Interchange lies five miles south and the Divide Interchange lies one mile north; however, the Divide Interchange has ramps to and from the south only. The London Road Interchange, which is north of Divide, has ramps to and from the north only, so the first complete interchange is at Cottage Grove some seven miles north of Rattlesnake Road.

2. There are no local roads in the area and the existing properties are served by direct access to the existing highway. The proposed interchange plus two frontage roads will be required to serve the area. By connecting to these properties and constructing a diamond interchange, service can be effectively restored to the surrounding ownerships.

RECEIVED
MAR 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

3. The proposed interchange will be five miles from the Curtin Interchange which is ideal spacing. The Divide Interchange is one mile north which should cause no difficulties.

There exists twelve miles between Cottage Grove and Curtin Interchanges which are the only full interchanges on this section of highway. A vehicle heading south that passes Cottage Grove and London Road (north ramps only) cannot reverse direction until the Curtin Interchange is reached. Rattlesnake Road would provide an ideal turn-around location for emergency and maintenance vehicles as well as local service.

4. As previously stated, local roads are non-existent as the properties are served by direct accesses to the existing highway. The terrain is rough, making any extended frontage road construction very costly. Southerly it is five miles to the next interchange, and to the north is the problem of the half-interchanges previously mentioned.

5. The interchange and necessary frontage roads are estimated to cost $610,300. Severance damages to the actual properties served amounts to $265,500. Over and above this severance cost is the fact that the following parties use said road to access their individual facilities:

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Robert Straub, State Treasurer - owns Section 22
E. C. Hall, Contractor
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Eastern Lane Fire Patrol

No price tag has been placed on the above uses but they certainly warrant consideration.

As the estimates stand we cannot arrive at a plus benefit-cost ratio, but if the interchange is not provided and all these properties and facilities are purchased, it would not seem to be in the public interest.

6. Our highway system is to serve the public, and the additional cost of the interchange should be justified not only for local usage but also for emergency uses due to the twelve miles between full interchanges at Cottage Grove and Curtin.

In view of the above data, we strongly urge that this interchange be approved as a necessary addition to our interstate system.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F.D. Morgan
Construction Engineer

Enclos.

DN&jp
cc: F.B. Klaboe

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 10, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-3(-)149
Divide - Anlauf Section, Pacific Highway
Rattlesnake Road Interchange

Returned herewith unapproved is the preliminary layout sheet for Rattlesnake Road Interchange which was submitted with Mr. Morgan's August 8, 1967 letter.

This interchange was not included in the 1965 Interstate Estimate, and as required by Section III, pages 26-27 of the Instruction Manual for the 1968 Estimate dated February 1967, your recommendation for including this interchange in the estimate would have to include documentation to justify the addition. After our review, Regional office review and approval would be required before the interchange could be included in the 1968 Estimate.

Enclosure
Preliminary layout sheet

8-11 mail line

RECEIVED
AUG 11 1967
STATE HIGHWAY ENG.

8-14-67
REFERRED TO
Morgan
By Asst. State Hwy. Engr.

copy to Young

Routing

Morgan		Poass	
Decker		Morelock	
Bond		Trout	
Barbee		Scott	
Welker		Wills	
Glenn		Litchfield	
Swan		Olson	

RECEIVED
AUG 11 1967
CONSTRUCTION DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

1979 S. Ore. High Sch. Entrance 9038
• & Monroe St @ Broadway Ave. Sec.,
• Burns, Central Ore. Hwy. (Traffic
• signal install. & revision)

C1a 3389, 2-13-78

90.38

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8971	Columbia River (Interstate) Bridge Multnomah Co., Oregon Clark Co., Washington	July 14, 1980
Jarl Construction, Inc. No. 8782	North Unit, Condon-Thirtymile Creek Gilliam Co.	July 15, 1980
R. L. Coats No. 8753	Baldock Slough-S. Baker Intchge. Baker Co.	July 18, 1980
Cascade Constr. Co., Inc. No. 8957	Lawnfield Rd.-Clackamas Hwy. Clackamas Co.	July 18, 1980
J. C. Compton Co. No. 8985	Carus Jct.-Woodburn-Estacada Hwy. Clackamas Co.	July 18, 1980
Cushing Bros., Inc. No. 9099	Dundee (S.W. 5th St.) Yamhill Co.	July 21, 1980
J. C. Compton Co. No. 8960	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	July 22, 1980
Holst Construction Co. No. 8842	Neal Creek Bridge Hood River Co.	July 24, 1980
A-1 Sandblasting & Steam-cleaning Co. No. 8714	Coos Bay (McCullough) Bridge Coos Co.	July 24, 1980
Hertz Electric, Inc. No. 9038	S. Ore. Ave. @ High School Entrance and Monroe St. @ Broadway Ave. (Burns) Harney Co.	July 24, 1980
Morse Bros. Inc. No. 8982	Corvallis/Newport Hwy. @ 19th St. (Philomath) Benton Co.	July 25, 1980
Cascade Constr. Co., Inc. No. 8923	Wilson River Hwy. Jct.-Vista Ridge Tunnel Washington and Multnomah Counties	July 29, 1980
Tawn Mar Constr. Co. No. 9065	Parsnip Creek Rock Production Lake Co.	July 29, 1980
L. W. Hembree Co. No. 8981	SW Capitol Hwy. @ SW Huber St. (Portland) Multnomah Co.	July 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
S. D. Spencer & Son No. 8003	Garden Valley Rd.-Fairgrounds Intchge. Douglas Co.	July 30, 1980
Hamilton Electric, Inc. No. 8966	Columbia River Hwy. @ Umatilla Br. Spur (Umatilla) Umatilla Co.	August 4, 1980
S. D. Spencer & Son No. 8501	Cottage Grove-Martin Creek Lane Co.	August 6, 1980
Tawn Mar Constr. Co. No. 9064	Drews Reservoir Lake Co.	August 6, 1980
W. R. Grasle Co. No. 9069	Scholls Hwy. @ SW 121st Ave. (Tigard) Washington Co.	August 6, 1980

August 6, 1980

C. T. Keasey
Asst. State Highway Engineer

9038

July 30, 1980

Firemen's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

OCM 5
#9038

Gentlemen:

On July 29, 1980, we wrote to you requesting release of final payment on Contract No. 9038 awarded to Hertz Electric, Inc. for traffic signal installation on the S. Oregon Avenue at High School Entrances and Monroe Street at Broadway Avenue (Route) Section of the Central Oregon Highway in Harney County.

Final payment on this contract is $1,295.60. The total contract amount is $37,424. No work was performed under bonds escrow.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

Rkw

cc: Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

bc: C. T. Keeney
Walt Hart
W. E. Schwartz

9038

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. Ore. Ave. @ High School Entrance & Monroe St. @ Broadway Ave. (Burns)		WEEK ENDING: 5-17-80
		SECTION PREFIX: 13-1116
HIGHWAY: Central Oregon		COUNTY: Harney
NAME OF JOB	KIND OF WORK: Traffic Signal Installation and Revision	
CONTRACTOR: Hertz Electric, Inc.	CONTRACT NUMBER: 9038	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 23, 1979	DATE WORK STARTED: November 6, 1979	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 90	WORK DAYS USED / CALENDAR DAYS USED: 90
PROJECT AUTHORIZATION: $62,889.13	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $57,396.63	ENGINEERING AUTHORIZATION: $5,497.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $54,925.00	ENGINEERING COST TO DATE: $6,493.33	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: [redacted] UNDERRUN 2 %	PERCENT OF AUTHORIZATION 118 %	DATE PROJECT WAS COMPLETED: March 6, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Part.Cloudy-Warm			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	" "			
SATURDAY				

RECEIVED
MAY 19 1980
CONSTRUCTION BRANCH

Brown — Richards
Jo[illegible]d — burg
Hopkins — Inloes
Williams — Widmer
Johnson — Gebauer
Glenn — Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	CONTRACT WORK COMPLETED
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal submitted Monday (5-12-80)

Final Report.

SIGNED B.M. Hatcher LOCATION Burns

B.M. Hatcher, Resident Engineer

PRINT RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9038

7

ROAD DESIGN SECTION 378-6558

August 23, 1979

J. B. Boyd
Manager, Right of Way

J. H. Verstegg
Road Design Engineer

Files 30594 & 30595
S. Oregon Ave. at High School Entrance (Burns) Sec.
~~Central Oregon Highway~~
Harney County

Attached is an authorization, descriptions, and prints required for subject traffic control project, scheduled for 10-18-79.

By: R
Robert R. Rounds
R/W Desc. Supervisor

RRR:cj
Attachments

9031

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: MEMO TO FILE

DATE: August 21, 1979

FROM: Dwayne K. Hofstetter
Traffic Control Engineer

SUBJECT: Traffic Signal Installation
Central Oregon Highway No. 7
Burns High School

Yesterday Bob Aldrich from La Grande called and indicated that the School District is not willing to pay the power consumption costs for the subject traffic signal.

This matter was discussed with L. E. George, Traffic Engineer, and the decision was made to proceed with the signal installation, and the State paying the power costs.

Since the School District and Shopping Center and the City are not involved financially with the project, the previously requested agreement will not be required. We still will need the easements for loop detector installation on the two accesses.

DKH:jrb

cc: F. B. Klaboe
H. S. Coulter
W. E. Schwartz
Mainor Holmes

RECEIVED
DOT DIRECTOR
AUG 23 '79
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Act | File

NOTED
F. B. KLABOE

Cross Referenced To:

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO. H. S. Coulter
State Highway Engineer

DATE: July 31, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Traffic Signal
Central Oregon Highway at Burns High School
and at Burns-Crane Highway
City of Burns

We recently received a letter from the FHWA in which they rejected our request for using Title II Safety Funds to install the subject traffic signal.

As you are aware, Fred Klaboe wanted us to get a signal installed at this location, and we wanted to have the signal in operation this Fall. To expedite the installation, it was intended that signal materials be obtained from the State stockpile and that a labor contract be let for the installation.

There is an existing signal pole at the intersection of the Central Oregon Highway at the Burns-Crane Highway which is continually being hit by turning vehicles. The Region electrical crews do not have the time available to do the electrical work required to move the pole back. Therefore, Region has requested that this work be included as part of the Burns High School signal contract. The curb revisions necessary at this intersection will be done by State Forces separate from the signal contract. It is estimated that the five-phase signal at Burns High School and the electrical work necessary to move the signal pole back at the Burns-Crane Highway intersection will cost $70,000.

Since the FHWA will not participate and there is not funding available locally, we are hereby requesting approval to utilize State Construction Funding to finance the proposed traffic signal work.

L. E. George
Traffic Engineer

DKH:jrb
Attachment

cc: F. B. Klaboe
L. W. Rulien
W. E. Schwartz
D. E. Swan

RECEIVED
STATE HWY ENGR
AUG 179
REFER TO
FOR
Info. Invest. R/D D/R Sign Act File

Pencil $.2 cyl
Use State funds

Form, FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: July 18, 1979

In reply refer to: HPD.1

SUBJECT: Oregon Project HES-21-4(3)
Central Oregon Highway @ Burns High School

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division

We are returning you project data submission for the subject proposal without approval. We cannot accept it as a hazard elimination project. As stated in Section 152(a) of Title 23 USC, projects for this program must come from a schedule established through priorities assigned from lists of hazardous locations identified through a systematically maintained engineering survey of all public roads.

While this site does seem to display some mildly troublesome pedestrian-vehicle conflicts at certain periods of the day during the school year, it does not meet established warrants based on current conditions and does not seem to justify such drastic treatment as the installation of a five phase signal. We would recommend waiting to see if the reduced speed limit would not go a long way toward solving the problem.

G. L. Green

Attachment
Fed-aid Program Data

RECEIVED
STATE HWY ENGR
JUL 19 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Budget Bureau No. 41-R2067

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

7-13-79

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S.

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 — 65		ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME				
		U.S.20 BUHS Access (Burns)			8,850*	N/A	N/A	10	Oregon				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 — 62	NATL. FOREST (63)(65)	FR. ROUTE NO. (66)(68)	SUPV. AGCY (69)	OA CLASSIF. (70)	OA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER (S) 14 — 22				
	P.E., Traffic Signal								HES-	21-4			
CARD 4	CLASS OF FEDERAL FUNDS								COUNTY NAME				CO. 02 (114)
	Hazard Elimination Program								Harney				
	NAME OF URBAN AREA 17-31								ROUTE NO. P	FEDERAL-AID (32)		STATE (36)(37)	U.S. 20
	- - -									21		7	

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43 — 48)	STEP (52)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59 — 66)	FEDERAL FUNDS (67 — 76)	STATE FUNDS	OTHER FUNDS
5					PE			0.0	6,000	5,400	600	
5					ROW							
5					CONST (CODE) Y031		"Central Oregon Hwy @ Burns Union High School Access (Burns) Section"	0.0	60,000	54,000	6,000	
								0.0	66,000	59,400	6,600	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	DRH	

PROGRAM APPROVAL DATES

10-13-78

REMARKS (16 — 23)(24 — 33)

* ADT entering intersection

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

7-13-79

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
20 BUHS Access (Burns)	ADT	8,850*	N/A	N/A	10	Oregon	41	141	90273

WORK (35 typewriter)	NATL. FOREST	FM ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	Ir. Projects Only: POST MI.	DESIG.
Signal								HES-	21-4	(3)		

Hazard Elimination Program

COUNTY NAME: Harney — CODE: 025

PROGRAM STAGE: ☐ 1 OR ☐ 2

ROUTE NO. P 21 — STATE 7 — U.S. 20

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.0	6,000	5,400	600		
W								
NST (DE) 31		"Central Oregon Hwy @ Burns Union High School Access (Burns) Section"	0.0	60,000	54,000	6,000		ROW-84'; Access Control-none; Parking Restrictions-complete.
DRH		PROJECT TOTALS	0.0	66,000	59,400	6,600		

APPROVAL DATES: 10-13-78

REMARKS

* ADT entering intersection

- over -

USCOMM DUSCOM-DC 40902-P61

Central Oregon Hwy @ Burns Union High School Access (Burns)
Section
Project No. HES-21-4(3)

Existing Facilities:
Central Oregon Hwy (FAP 21) -- Bituminous surfaced 4-lane curbed section with no parking.

Burns Union High School Access -- Bituminous surfaced 2-lane roadway

Shopping Center Access (opposite BUHS Access) -- Bituminous surfaced 2-lane roadway entrance/exit from parking lot.

Adjacent Sections: Same as above facilities

Project Data: The work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.

2) Install multi-phase traffic signal, utility work as required and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved

FHPM 4-1-4 Requirements: Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable.

FHPM-7-7-2 Requirements: Non-major action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 8-2-3 para. 7a.

NOTE: 1) This project is in Congressional District No. 2
2) Included in FY 79 Annual Program in table of Projected Federal Fund Obligations and Balances for FY '79 Program.

Budget Bureau No. 41-R2067;

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-13-79

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME						
		U.S.20 BUHS Access (Burns)			8,850*	N/A	N/A	10	Oregon						
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASS F. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER (S) 14		NUMBER 23 27				
	P.E., Traffic Signal								HES-		21-4				
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME						CODE (112)		
	Hazard Elimination Program						Harney						025		
	NAME OF URBAN AREA 17-31						ROUTE NO.	P	FEDERAL-AID (32)	21	STATE (36)(37)	7	U.S.	20	
	- - -														

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(18	41	42								
5					PE			0.0	6,000	5,400	600	
5					ROW							
5					CONST (CODE) Y031		"Central Oregon Hwy @ Burns Union High School Access (Burns) Section"	0.0	60,000	54,000	6,000	
								0.0	66,000	59,400	6,600	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1 -	14	DRH	

PROGRAM APPROVAL DATES

10-13-78

(16) (23) (24) (33) REMARKS

* ADT entering intersection

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

7-13-79

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
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WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Signal								HES-	21-4	(3)		

Hazard Elimination Program

- - -

COUNTY NAME: Harney — CODE: 025

ROUTE NO. P — FEDERAL-AID: 21 — STATE: 7 — U.S.: 20

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.0	6,000	5,400	600		
ROW								
CONST		"Central Oregon Hwy @ Burns Union High School Access (Burns) Section"	0.0	60,000	54,000	6,000		ROW-84'; Access Control-none; Parking Restrictions-complete.
		PROJECT TOTALS	0.0	66,000	59,400	6,600		

DRH

APPROVAL DATES: 10-13-78

REMARKS

* ADT entering intersection

- over -

USCOMM DUSCOMM-DC 48905-P51

Central Oregon Hwy @ Burns Union High School Access (Burns)
Section
Project No. HES-21-4(3)

Existing Facilities:
Central Oregon Hwy (FAP 21) -- Bituminous surfaced 4-lane curbed section with no parking.

Burns Union High School Access -- Bituminous surfaced 2-lane roadway

Shopping Center Access (opposite BUHS Access) -- Bituminous surfaced 2-lane roadway entrance/exit from parking lot.

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2) Install multi-phase traffic signal, utility work as required and incidental work common to this type of project.

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FHF 4-1-4 Requirements: Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements.

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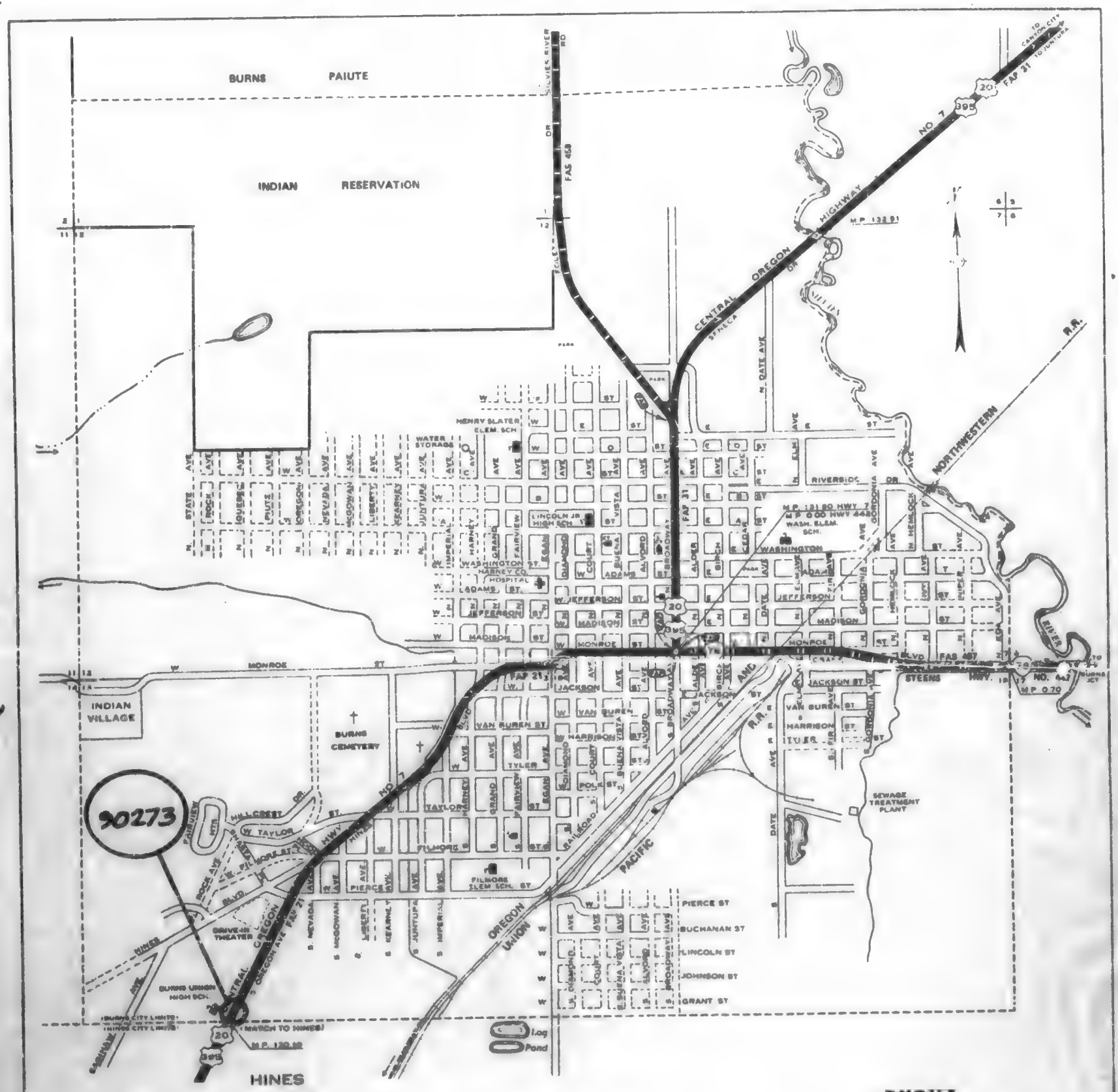
NOTE: 1) This project is in Congressional District No. 2
2) Included in FY 79 Annual Program in table of Projected Federal Fund Obligations and Balances for FY '79 Program.


BURNS PAIUTE
INDIAN RESERVATION
SILVIES RIVER RD
FAS 458
HIGHWAY NO 7
CENTRAL OREGON
OREGON TRAIL
FAP 31
FAP 21
N. DATE AVE
NORTHWESTERN R.R.
HENRY SLATER ELEM. SCH
WATER STORAGE
LINCOLN JR. HIGH SCH
WASHINGTON
HARNEY CO. HOSPITAL
RIVERSIDE DR
M.P. 131.80 HWY 7
M.P. 0.00 HWY 448
WASH. ELEM. SCH.
ADAMS ST
JEFFERSON ST
MADISON ST
MONROE ST
BLVD
FAS 467
STEENS HWY. 78
NO. 442
M.P. 0.79
JACKSON ST
VAN BUREN ST
HARRISON ST
TYLER ST
POLK ST
TAYLOR ST
FILLMORE ST
PIERCE ST
BUCHANAN ST
LINCOLN ST
JOHNSON ST
GRANT ST
INDIAN VILLAGE
BURNS CEMETERY
20273
W. TAYLOR
HILLCREST DR.
ROCK AVE
DRIVE-IN THEATER
BURNS UNION HIGH SCH.
SEWAGE TREATMENT PLANT
OREGON UNION PACIFIC
RAILROAD
Log Pond
(BURNS CITY LIMITS)
(HINES CITY LIMITS)
(MARCH TO HINES)
M.P. 130.92
HINES
T 23 S R 30-31 E W.M.
BURNS
HARNEY COUNTY, OREGON
Population 3,340
Revised September 1974
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (PAII)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CITY HALL (CH)
COURT HOUSE (CT)
ARMORY (A)
LIBRARY (L)

4036

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 16, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration
Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 90273
Project No. HES-21-4(3)
Central ORE Hwy. @ Burns Union
High School Access (Burns) Sec.
Harney County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on Oct. 18, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

Federal Funds (90%)	$54,000.00
State Funds	6,000.00
Total Cost	$60,000.00

DAR:DRH:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICE
JUL 16 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Apr | File

Form 734-3122

-903

June 19, 1979

The Honorable Robert Smith
State Senator
S-323 State Capitol
Salem, Oregon 97310

Dear Senator Smith:

The point in your note concerning the safety problem in front of the Burns High School is well taken. It was an unfortunate choice of words used in our Region Office's letter to Mr. Vanter. As indicated to you last month by L. E. George, our Traffic Engineer, we do not intend to neglect the traffic problems in the vicinity of the High School.

The State Speed Control Board did at its May 23 meeting reconsider the speed zone. The final action was to lower the speed adjacent to the school grounds. We are still in the process of reviewing data and trying to assemble a jointly sponsored signal project at the school entrance. We believe some form of pedestrian protection is warranted.

Mr. George will keep you briefed on matters relating to our investigation. This will be done as soon as our investigative work is completed.

Sincerely,

F. A. Klaboe
Director of Transportation

bc H. S. Coulter
E. S. Hunter
L. E. George
W. E. Schwartz
Bob Hamilton

LEG:cs fn

Oregon State Highway Division

REGION 5 OFFICE

RECEIVED
STATE HWY ENGR
JUN 18'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

W. E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

May 22, 1979

Mr. Chuck D. Vawter
Superintendent-Principal
Burns High School
P.O. Box 953
Burns, Oregon 97720

Dear Chuck:

I was surprised by the opinion expressed by the School Board members that the Highway Division created the safety problem in front of the High School.

We only widened the highway because it was at its capacity; therefore, it made it a safer facility for the traveling public after the completion of the contract.

We did not build the shopping center that attracts students to cross the highway. As you may recall, 90% or more of the students crossing the highway were going to the shopping center. Without this foot traffic, a pedestrian actuated signal would not be warranted. Also, we did not build a High School next to the highway.

We are still in the process of collecting traffic volume information to determine if a standard 5-phase signal is warranted. You were going to help by contacting the developer for the square feet in each of the existing stores and any future stores that are in the planning stages.

Because we all share in the responsibility of traffic safety in this situation, I think the most equitable plan is still the three party agreement.

Sincerely,

Bob Aldrich
Region Traffic Engineer

BA:lt

RECEIVED
DOT DIRECTOR
JUN 12 79
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Copy to

Fred,

This kind of attitude doesn't help us solve the problem.

Bob Smith

Scott - Please discuss

Fred

Form 21 734 5-72

Union High School District No. 2

CHARLES D. "CHUCK" VAWTER, Superintendent - Principal
BRIAN R. METKE, Assistant Principal
P.O. BOX 953
BURNS, OREGON 97720

BOARD OF DIRECTORS
RICHARD J. COWAN, Chairman
CONNIE O. CORBET, Deputy Clerk
CAROL SAWYER
ROBERT RALEIGH
JOYCE WHEELER
J.M. QUIER

May 11, 1979

RE ☐ RCE ☐ RME ☐ ROE ☐
RFA ☐
MAY 14 1979
RECEIVED
REGION 5 OFFICE

Mr. Bob Aldrich
Region Traffic Engineer
Oregon State Highway Division
Region 5 Office
P.O. Box 850
La Grande, OR 97850

Dear Bob:

I reported to the School Board the developments and conversations regarding the traffic problems at the high school. They were pleased with the concern and help shown by you and your office. They did, however, direct me to relay some of their concerns to you.

The Board members expressed the opinion that there was not a problem present before the construction of the four lane highway. Since the State created the safety problem, such as it is, they do not agree that the property owners should finance control lights. They believe this should be funded through State funds.

I am sure this will raise some questions, so please feel free to call and I will try to answer them. Thanks again for your concern and help.

Sincerely,

Chuck Vawter

Charles D. Vawter
Superintendent/Principal
Burns Union High School

CDV/mm
cc

May 15, 1979

The Honorable Robert F. Smith
State Senator
S323 State Capitol
Salem, OR 97310

Dear Bob:

This will bring you up to date on the status of our investigation of the Central Oregon Highway near the high school in Burns. Additional speed data was collected for a re-evaluation of the existing speed zoning. It will be submitted to the State Speed Control Board for examination at its next meeting scheduled for May 23. You and other parties involved will be advised of the Board's proposal.

Last month, our Traffic Engineer for Region 5 contacted Mr. Vawter, Burns High School Superintendent-Principal, to discuss the possibility of installing a traffic signal. The proposal was that the shopping center, school district and state share the cost of installation. We are still in the process of collecting traffic volume information to determine if a standard or a pedestrian actuated signal is warranted.

Mr. Vawter has contacted the shopping center concerning this matter, and it appears that if a standard traffic signal is warranted, it may be possible to jointly fund its installation. I understand the school district has also contacted the city to discuss some possible revisions in accesses at the school to help alleviate traffic problems.

I will continue to keep you advised of our progress in discussions with the school district and of the results of our investigations.

Sincerely,

H. S. Coulter
State Highway Engineer

DKH:cs

bc F. B. Klaboe
E. S. Hunter
W. E. Schwartz
L. E. George
C. D. Hiatt
George Bell
R. P. Hamilton

April 18, 1979

The Honorable Robert F. Smith
State Senator
Room S323, State Capitol
Salem, OR 97310

Dear Bob:

You recently indicated to L. E. George, our Traffic Engineer, an interest in the traffic problems on US20 in the area of the Burns High School. Because of this, I thought that you would like to know that we are re-opening the matter involving the existing speed zone because of the interest indicated by both the City of Burns and the City of Hines.

In addition to reviewing the data involving the speed zone report, within the next several days an additional contact will be made with the principal of the high school to obtain information on traffic flow into and out of the high school facility and information on extra curricular activities, such as school games, meetings, et cetera, that occur outside of school hours and which may create access problems onto the highway. Also, a review of the pedestrian problems being generated in the area indicate that some form of traffic signal is warranted.

During the discussion with the principal, we will also review the possibility of a cooperative project involving the school district.

Because of your interest in this area, I will keep you advised on the progress of our discussions.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

LEG:ds ji

bc: W. B. Klaboe
E. S. Hunter
W. E. Schwartz
C. D. Hiatt
George Bell

Please return to:

February 13, 1978

City of Burns
City Hall
Burns, OR 97720

Attention: Kathie L. Wonick
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 3399

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signal equipment on the Central Oregon Highway at Hagan Street, including interconnection with the traffic signals at Broadway Avenue, and installation of a school crossing sign with flashing beacons and floodlights at the Burns High School.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (conf. agree. att.)

9038

Jan 7-6-1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

April 9, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: W. E. Schwartz
Region 5 Engineer

SUBJECT: Traffic Signal Modification
Central Oregon Hwy. @ Egan St.
Burns - Harney County

To convert the existing pretimed control operation to a semi-actuated operation would require the following major equipment:

1. Two vehicle detectors
2. Two pushbuttons with signs
3. Two phase semi-actuated controllers in cabinet and interconnect equipment

It is felt that the existing interconnect to the controller at Broadway should be maintained to prevent stopping of vehicles at Eagan outbound from Broadway.

The estimated cost of doing the work described above is $8,000. We will include this work as a part of the Hines-Burns Section project presently scheduled for the October 21, 1976 bid opening.

L. E. George
Traffic Engineer

WRZ:rj

cc: H. S. Coulter
J. H. Versteeg
F. E. Terpin
Clayton Ansell
Barry Hatcher

RECEIVED
APR 15 1976
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

Cross Reference To:
FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
April 7, 1976

FROM: W. E. Schwartz
Regional Engineer

TO: L. E. George
Traffic Engineer

SALEM

SUBJECT: Hines-Burns Section
Central Oregon Highway
Harney County

In a recent discussion of subject project with Harney County Judge Dale White, he brought up a question about the existing traffic signal at Egan Avenue in Burns.

The existing signal is a pre-timed signal and at other than peak hours there is very little demand on Egan Avenue. Judge White inquired about changing the signal to a traffic actuated signal as a part of the work of the contract. I told him that we would look into the feasibility of this.

Would you please have this matter investigated and if the work can be accomplished without a major expense, we would like to have it included as a part of the work of the contract.

WES:sh

cc H. S. Coulter
Hal Versteeg
Frank Terpin
Clayton Ansell
Barry Hatcher

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 8 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

RECEIVED
APR 8 1976
Office of
Assistant State Highway Engineer

4-8-76

. 1979 S. 6th St. ● Madison St. 9039
. & Gettle St. (Traffic sig.
. installation)

CIA-7035 6-22-79
CIA 7043 6-25-79
CIA 7322 6-02-80

2-11-81

cy: State (H S Coulter)

#7039

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Klamath	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
2-11-81	David B. Carter, Area Engineer		HES-48(2)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
5-22-80	9-4-80	$\frac{192}{220}$ = 87.2 %	200 CD
APPROVED EXTENSIONS	**LOCATION**		
None	S. 6th Street at Gettle Street and Madison Street, Klamath Falls-Lakeview Highway, Klamath County		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. 6th ST. @ GETTLE ST. & MADISON ST. (KLAMATH FALLS) SECTION
KLAMATH FALLS-LAKEVIEW HIGHWAY
Traffic Signals

This project provided for traffic signals at the intersection of Gettle Street and Madison Street with the Klamath Falls-Lakeview Highway. The signals at Gettle Street were financed by State funds. The Madison Street signals were installed under the Federal aid portion of the project.

The final cost of the original contract items was $51,511.80 or 1.44 percent underrun of the contract bid amount of $52,267.50. The final cost of the project including all changes and engineering was $59,556.30.

A final inspection of the completed work was made on July 24, 1980.

All participating work has been completed.

RECEIVED
STATE HWY ENGR
FEB 18 '81
REFER TO
FOR

Orig to D.O. 2-18-81

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		SIGNATURE Original Signed by G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 2-13-81	TITLE Field Operations Engineer	DATE 2-13-81

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9039

October 7, 1980

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9039

Gentlemen:

A post-final payment for $995 will be made to Sims Electric of Medford, Inc. on Contract No. 9039 for traffic signal installation on South 6th Street at Madison Street and Castle Street in Klamath Falls, Klamath County, as soon as the warrant is prepared.

The total amount paid on this contract will be $52,811.08 including the post-final payment. Of the total $304.28 is for force account.

Sincerely,

Robert W. Cormack
COMMISSION SERVICES

kkr

cc: Sims Electric of Medford, Inc.
29 West Main
Medford, OR 97501

bc: C. T. Keesey
Walt Hart
Dale Allen

#9039

September 10, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CCM 5
#9039

Gentlemen:

Contract No. 9039 awarded to Sims Electric of Medford, Inc., for traffic signals on South 6th Street at Madison Street and Castle Street in Klamath Falls on the Klamath Falls-Lakeview Highway in Klamath County was completed on July 25, 1980, and accepted by the State Highway Division on September 4, 1980.

Final payment in the amount of $2,576.35 will be released to the contractor after September 15, 1980. The total contract amount is $31,516.00, including $504.35 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

CWG
cc: Sims Electric of Medford, Inc.
29 West Main
Medford, OR 97501

bc: C. T. Mensey
Walt Kurt
V. E. Skoog Attn: Dick Hacak
Dale Allen

9039

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: So. 6th. St. @ Gettle & Madison (Klamath Falls)		WEEK ENDING: June 6, 1980
HIGHWAY: Klamath Falls-Lakeview		SECTION PREFIX: 18-1047
		COUNTY: Klamath
NAME OF JOB: So. 6th. St. @ Gettle St. & Madison St. (Klamath Falls)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Sim's Electric of Medford, Inc.	CONTRACT NUMBER: 9039	FEDERAL AID PROJECT NUMBER: HES-48(2) & State
DATE OF CONTRACT: October 31, 1979	DATE WORK STARTED: April 8, 1980	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 192
PROJECT AUTHORIZATION: $62,822.72	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 87
EXCLUSIVE OF ENGINEERING: $57,336.02	ENGINEERING AUTHORIZATION $5,486.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $57,336.02	ENGINEERING COST TO DATE $4,575.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 83 %	DATE PROJECT WAS COMPLETED: May 22, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUN 9 1980
CONSTRUCTION
BRANCH

Kreger, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Burg, Inloes, Widmer, Debauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor has completed project. Semi-Final data to be submitted approx.

June 30, 1980

SIGNED Walter Bartel LOCATION Klamath Falls

Walter Bartel, Ass't. Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

OR-F215

#9039

STATE OF OREG[illegible]

INTE[illegible]FFICE MEMO

BEND, OR 97701

TO: Jack Cartwright
Utility Engineer

DATE: June 2, 1980

FROM: R. O. Havig
Region Utility Engineer

SUBJECT: South 6th. St. @ Gettle St. and Madison
Contract 9039
Traffic Signal Installation

MISC. CONTRACTS and AGREEMENTS No. 7322

RECEIVED
JUN 4 1980
RR & UTILITY UNIT

Enclosed find pole contact permit for subject project. PP&L has changed the wording in paragraph 3 to read as we requested.

If you have any questions, please call.

ROH:pw
Enclosure

cc: W. Cobine

Contains Recycled Materials
1-135-1387

SP*75683-129

9039 STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 12-61	FEDERAL-AID PROJECT AGREEMENT 12-3-79	County: Klamath
		Project No.: HES-48(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 39, 2.1 mi. E. of Klamath Falls ECL

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-10-79	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	9-26-79	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 46,030.00	$ 44,127.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Operation Programming Engineer
(Title)

BY For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 12-3-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 9, 1979

Federal Aid Project
No. HES-48(2)

Klamath Falls/Lakeview Hwy. at Madison St.
Klamath Falls/Lakeview Highway
Klamath County

Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required		$ 3,000.00
Type Code Y031 Traffic Signal (M.P. 4.25)			
Temporary Protection and Direction of Traffic	All Required (75%)		600.00
Temporary Signs	171 Sq.Ft.	4.00	684.00
Flagmen	45 Hour	5.00	225.00
Traffic Signal Installation, Complete	All Required (75%)		37,691.25
			$ 39,200.25
Anticipated Items Permanent Pavement Striping			$ 1,000.00
	Subtotal		40,200.25
	Engineering		4,629.75
	Engineering (Sig.Cont. Testing 75%)		1,200.00
	Total		$ 46,030.00

Length of Project 0.00 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000	$ 2,700	$ 300
Traffic Signal	46,030	41,427	4,603
Total	$ 49,030	$ 44,127	$ 4,903

Group 1 75%
Contract No. 9039
Prefix 18-1953
Prefix 18-1047

Oregon State Highway Division
Salem, Oregon, November 9, 1979

Federal Aid Project
No. HES-48(2)

Klamth Falls/Lakeview Hwy. at Gettle St.
(Nonparticipating -State Work)

Temporary Protection and Direction of Traffic	All Required (25%)		$ 200.00
Temporary Signs	57 Sq.Ft.	4.00	228.00
Flagmen	15 Hour	5.00	75.00
Traffic Signal Installation, Complete	All Required (25%)		$ 12,563.75
	Subtotal		$ 13,066.75
	Engineering		1,494.25
	Engineering (Sig. Cont. Testing 25%)		400.00
	Total		$ 14,961.00

Group 9 25%
Contract No. 9039
Prefix 18-1452
18-1047

9037

October 19, 1979

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, Oregon 97601

COS 4

Attn: Earl E. Kessler
Director of Public Works

Gentlemen:

On October 18, 1979 a satisfactory bid was received from Steve Klawitz of Medford, Inc., 29 W. Main, P.O. Box 1430, Medford, Oregon 97501 for installation of traffic signals on the Klamath Falls/Lakeview Highway at Cottle Avenue Section. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	MAYBON	CITTLE
	$ 39,300.23	$ 13,066.73
Permanent Pavement Striping	$ 750.00	$ 250.00
Signal Controller Testing		
Engineering	1,200.00	400.00
4 1/2% Coordination	1,853.76	617.25
10% Engineering	4,115.02	1,371.66
Preliminary Engineering	1,000.00	200.00
ESTIMATED TOTAL COST	$ 48,217.01	$ 15,905.64

County's Advance Deposit:
50% of $15,905.64 = $7,952.84 or say $7,950.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than November 9, 1979.

Please make your check for $7,950.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

Rec 10-31-79 Awarded Request Notified Letter Mailed

DES:pf

bcc w/AD # 688: John Engelsma, Region 4 Federal Aid Specialist
Vern Skoog - Please return completed AD # 688 when check is received.

												STATE
	018	1951	296	00	N	9					136.68CR	
	018	1951	298	00	N	9					136.68	
	018	1951	901	00	P	1					101.96	
	018	1951	920	00	P	1					13.40	
	018	1951	923	00	P	1					36.51	
			TOT	P1							151.87	
			** JOB TOTALS **					**		**	151.87	**
R FALLS-LKU HWY-MADISON ST	CONT NO		FA PROJ NOS HES 048002 100									STATE
	018	1953	901	00	P	1	8.26		8.26		76.37	
	018	1953	901	00	N	1	5.34		5.34		442.63	
	018	1953	911	00	P	1					274.16	
			TOT	P1			8.26		8.26		350.53	
			TOT	N1			5.34		5.34		442.63	
			** JOB TOTALS **				13.60	**	13.60	**	793.06	**
WILLAMETTE JCT-CHEMULT	CONT NO		FA PROJ NOS F 401008 100									STATE
	018	1954	296	00	N	9	1.204.70CR		1.204.70CR		1.204.70CR	
	018	1954	298	00	N	9	1.204.70		1.204.70		1.204.70	
	018	1954	901	00	P	1	293.64		293.64		368.08	
	018	1954	905	00	P	1	1.417.33		1.417.33		1.715.33	
	018	1954	910	00	P	1	435.28		435.28		1.234.90	
	018	1954	911	00	P	1					173.32	
	018	1954	920	00	P	1					13.40	
	018	1954	922	00	P	1					3.74	
			TOT	P1			2.146.25		2	25	3.508.77	
			** JOB TOTALS **				2.146.25	**	2	25 **	3.508.77	**
PINES RANCH-VALLEY FALLS	CONT NO		FA PROJ NOS RS 900101 100								00	STATE
	019	1918	296	00	N	9	11.45CR		45CR		82.382.72CR	
	019	1918	298	00	N	9	11.45		45		82.382.72	
	019	1918	901	00	P	1					56.193.90	
	019	1918	901	00	N	1					74.02	
	019	1918	904	00	P	1					14.532.48	
	019	1918	905	00	P	1					3.911.43	
	019	1918	907	00	P	1					427.88	
	019	1918	909	00	P	1					13.50	
	019	1918	910	00	P	1					9.327.98	
	019	1918	913	00	P	1					9.60	

TOTAL TO DATE JOB COST SUMMARY — JULY 19[illegible] — PAGE 302

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	019	1918	918	00	P	1			5.268.94
	019	1918	920	00	P	1			57.00
	019	1918	921	00	P	1			1.289.34
	019	1918	922	00	P	1			4.67
	019	1918	923	00	P	1	522.72	522.72	4.538.87
	019	1918	923	00	N				12.59

| | | |

									STATE
	015	1468	905	00	407.48		407.48	407.48	
	015	1468	910	00	251.41		251.41	251.41	
	015	1468	921	00	68.48		68.48	68.48	
	015	1468	922	00	34.52		34.52	34.52	
			** JOB TOTALS **		761.89	**	761.89 **	761.89	**
S SIUSLAW RIVER-TIDEWATER-CAL W/ CONT RD			FA PROJ NOS						STATE
	018	1452	901	00	9.65		9.65	9.65	
	018	1462	910	00	138.25		138.25	138.25	
			** JOB TOTALS **		147.90	**	147.90 **	147.90	**
SIUSLAW RIVER-WALTON	CONT NO		FA PROJ NOS						STATE
	020	1442	921	00	171.40		171.40	171.40	

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE	
	020	1442	922	00	8.24		8.24		8.24	
			** JOB TOTALS **		179.64	**	179.64	**	179.64	**
IRON MOUNTAIN QUARRY	CONT NO		FA PROJ NOS						00	STATE
	021	1479	901	00	1,644.61		1,644.61		1,644.61	
			** JOB TOTALS **		1,644.61	**	1,644.61	**	1,644.61	**
YAQUINA BAY BRIDGE	CONT NO		FA PROJ NOS						00	STATE
	021	1485	905	00	145.28		145.28		145.28	
	021	1485	906	00	5,234.63		5,234.63		5,234.63	
	021	1485	914	00	130.00		130.00		130.00	
	021	1485	921	00	273.92		273.92		273.92	
	021	1485	950	00	53.60		53.60		53.60	
			** JOB TOTALS **		5,837.43	**	5,837.43	**	5,837.43	**
EDDYVILLE-CLINE MT	CONT NO		FA PROJ NOS							STATE
	021	1492	901	00	197.32		197.32		197.32	
	021	1492	901	00 &	3.25		3.25		3.25	
	021	1492	905	00	829.66		829.66		829.66	
	021	1492	910	00	14.02		14.02		14.02	
	021	1492	921	00	386.46		386.46		386.46	
	021	1492	922	00	9.00		9.00		9.00	
			** JOB TOTALS **		1,439.71	**	1,439.71	**	1,439.71	**
FOSTER RES-TROUT CK	CONT NO		FA PROJ NOS						00	STATE
	022	1462	901	00	149.27		149.27		149.27	
	022	1462	909	00	1,336.46		1,336.46		1,336.46	
	022	1462	[illegible]	00	77.42		77.42		77.42	
	022	1462	[illegible]	00	143.84		143.84		143.84	
	022	1462	[illegible]	00	17.78		17.78		17.78	

					** JOB TOTALS **		761.89	**	761.89	**	761.89	**	
S 6THOBEYTL THE DALLES-CAL HY CONT NO			FA PROJ NOS										STATE
	018	1452	901	00			9.65		9.65		9.65		
	018	1452	910	00			138.25		138.25		138.25		
					** JOB TOTALS **		147.90	**	147.90	**	147.90	**	
SIUSLAW RIVER-WALTON	CONT NO		* FA PROJ NOS										STATE
	020	1442	921	00			171.40		171.40		171.40		

TOTAL TO DATE JOB COST SUMMARY — JULY 1979 — PAGE 254

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE		
	020	1442	922	00	8.24		8.24		8.24		
			** JOB TOTALS **		179.64	**	179.64	**	179.64	**	
IRON MOUNTAIN QUARRY	CONT NO		FA PROJ NOS							00	STATE
	021	1479	901	00	1,644.61		1,644.61		1,644.61		
			** JOB TOTALS **		1,644.61	**	1,644.61	**	1,644.61	**	
YAQUINA BAY BRIDGE	CONT NO		* FA PROJ NOS							00	STATE
	021	1485	905	00	145.28		145.28		145.28		
	021	1485	906	00	5,234.63		5,234.63		5,234.63		
	021	1485	914	00	130.00		130.00		130.00		
	021	1485	921	00	273.92		273.92		273.92		
	021	1485	950	00	53.60		53.60		53.60		
			** JOB TOTALS **		5,837.43	**	5,837.43	**	5,837.43	**	
EDDYVILLE-CLINE MT	CONT NO		* FA PROJ NOS								STATE
	021	1492	901	00	197.32		197.32		197.32		
	021	1492	901	00 &	3.25		3.25		3.25		
	021	1492	905	00	829.66		829.66		829.66		
	021	1492	910	00	14.02		14.02		14.02		
	021	1492	921	00	386.46		386.46		386.46		
	021	1492	922	00	9.00		9.00		9.00		
			** JOB TOTALS **		1,439.71	**	1,439.71	**	1,439.71	**	
FOSTER RES-TROUT CK	CONT NO		FA PROJ NOS							00	STATE
	022	1462	901	00	149.27		149.27		149.27		
	022	1462	909	00	1,336.46		1,336.46		1,336.46		
	022	1462	[illegible]	00	77.42		77.42		77.42		
	022	1462	[illegible]	00	143.84		143.84		143.84		
	022	1462	[illegible]	00	17.28		17.28		17.28		
	022	1462	[illegible]	00	151.31		151.31		151.31		
			** JOB TOTALS **		[illegible]	**	[illegible]	**	[illegible]	**	

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: ES-48(2)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.:

ITEM NO.: 90168

COUNTY NAME: Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 3'79
REFER TO
FOR
Info | Invest. | R/D | D/B | Sign | Art | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-23-79	9-26-79	Primary 48	Primary 20

GENERAL LOCATION:

Klamath Falls - Lakeview Hwy at Madison Street

GENERAL DESCRIPTION OF WORK:

Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Perm. Pavement Striping (S.F.) $1,000

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9-21-79 request and certifying statements are accepted.

Revised PS&D documents for the subject project have been reviewed and are approved at a total estimated cost of $55,064 Federal Funds $49,557.

A signed copy of the revised Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-26-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—781-818

9037

2-1-79

POLE FOUNDATION DATA		
e No.	Foundation Depth	Vertical Reinforceme·
1	7'-6"	6 No. 6 bars, Grade 40 or 60
2	7'-6"	6 No. 6 bars, Grade 40 or 60
3	7'-6"	6 No. 6 bars, Grade 40 or 60
4	7'-6"	6 No. 6 bars, Grade 40 or 60
5	7'-6"	6 No. 6 bars, Grade 40 or 60
6	7'-6"	6 No. 6 bars, Grade 40 or 60

SIGNAL PLAN

S. 6TH ST. AT MADISON STREET

SCALE 0 10 20 40 FEET

N

PRELIMINARY COPY

SUBJECT TO CHANGE

SEP 13 1979

COUNTY APPROVAL

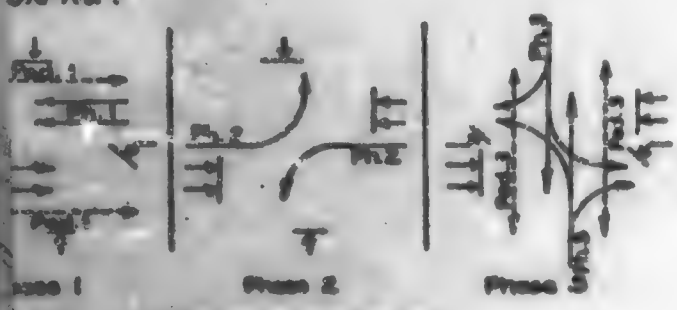
ole No. 5

9/10/79
DATE

STREET

LAKEVIEW HIGHWAY)

ole No. 4



Phase 1 Phase 2 Phase 3

PHASE ROTATION

LEGEND

- Existing post mounted signal ahead sign (remove)
- Existing power pole (power source)
- Existing joint use pole (telephone interconnect source)
- (S) Install (S)-inch electrical conduit
- (N-G) Install (N) No. (6) Type TW wires
- (X-#-G) Install (X)-(#) wire No. (G) control cables
- (39) Install 3/8" galv. steel messenger cable
- (40) Install 1/4" galv. steel tether wire
- (54) Install service cabinet with 40 amp circuit breaker
- (SP) Install metal strain pole
- (CG) Install 3-phase pre-timed controller in Type S modified cabinet
- (TC) Install terminal cabinet
- (MS) Install 120-volt meter base
- (Tel) Install 6"x8"x12" cabinet for termination of telephone circuits
- (Ph VI) Install (Ph) phase vehicle signal
- (Ph PV) Install (Ph) phase programmed vehicle signal
- (P T) Install Type (T) pedestrian signal (modified)
- (LTS) Install interior-illuminated "Left Turn Signal" sign
- (JS) Install min. 10"x10"x6" galv. cast iron pull box with gasketed cover; place flush with ground

N = Number shown
X = Number of cables
G = AWG wire size
S = Size shown

Ph = Phase shown
T = Type shown
4SS = 12" red, 8" Yellow, 8" Green
4SG = 12" Red, 12" Yellow, 12" GLTA

APPROVED
5/14/79
DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC SIGNAL INSTALLATION
S.6TH ST. AT GETTLE ST. & MADISON ST. (K-FALLS VIC.) SEC.
KLAMATH FALLS-LAKEVIEW HIGHWAY
KLAMATH COUNTY

DATE August 1979

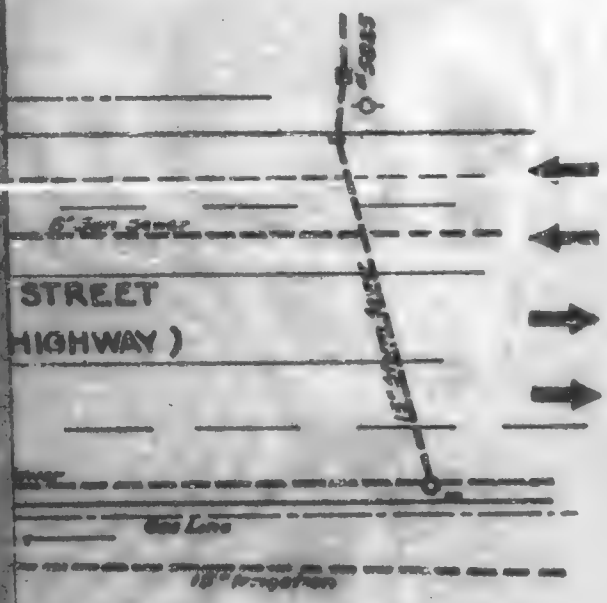
T.E. Cont. No. 4672

EXISTING UTILITIES
S. 6TH ST. AT MADISON ST.

SCALE 0 20 40 60 FEET

N

PRELIMINARY COPY
SUBJECT TO CHANGE
SEP 1 8 1979



LEGEND

- Existing telephone pole
- Power pole
- Joint-use pole
- Water valve
- Manhole
- Water Meter
- Fire Hydrant
- Inlet
- Luminaire and arm
- Down guy and anchor rod

COUNTY APPROVAL

9 20 79
DATE

OREGON STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INSTALLATION
S.6TH ST. AT GETTLE ST. & MADISON ST. (K-FALLS VIC.) SEC.
KLAMATH FALLS – LAKEVIEW HIGHWAY
KLAMATH COUNTY

APPROVED
TRAFFIC ENGINEER
8/13/79
DATE

DATE August 1979

T.E. DWG. NO. 4673

4039

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

August 30, 1979

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE SEP 4 1979 RDE
RSO REGION 4 RBE
ASSIGNED_____

John E. Holcomb
Region Traffic Engineer
Department of Transportation
Highway Division Region 4
P.O. Box 5309
Bend, Oregon 97701

Dear John:

Enclosed are copies of the preliminary plans for traffic signals on South 6th Street at Gettle Street and Madison Street. I have executed the County's approval for the traffic lights at South 6th Street and Gettle Street. However, I would like to request that you redesign and relocate your poles at South 6th Street and Madison Street to accomodate a 50 foot radius curve at the curb in the Southwest quadrant and a 30 foot radius curve at the curb line in the Southeast quadrant.

As indicated on your map, Klamath County is attempting to purchase two triangular pieces of property to accomodate the increase in area. With the State's cooperation we should be able to comply with your September 26, 1979 deadline of assuring the purchase of these two parcels of land.

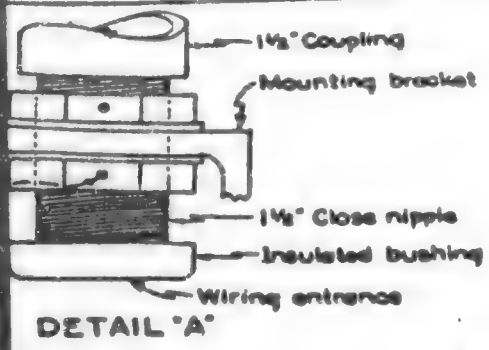
Thank you for your cooperation in this matter.

Very truly yours,

Earl E. Kessler
Director of Public Works

EEK/dr
Enclosure

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
SEP 12 1979
REFERRED TO _____
FOR _____
FILE: PM FA LG.

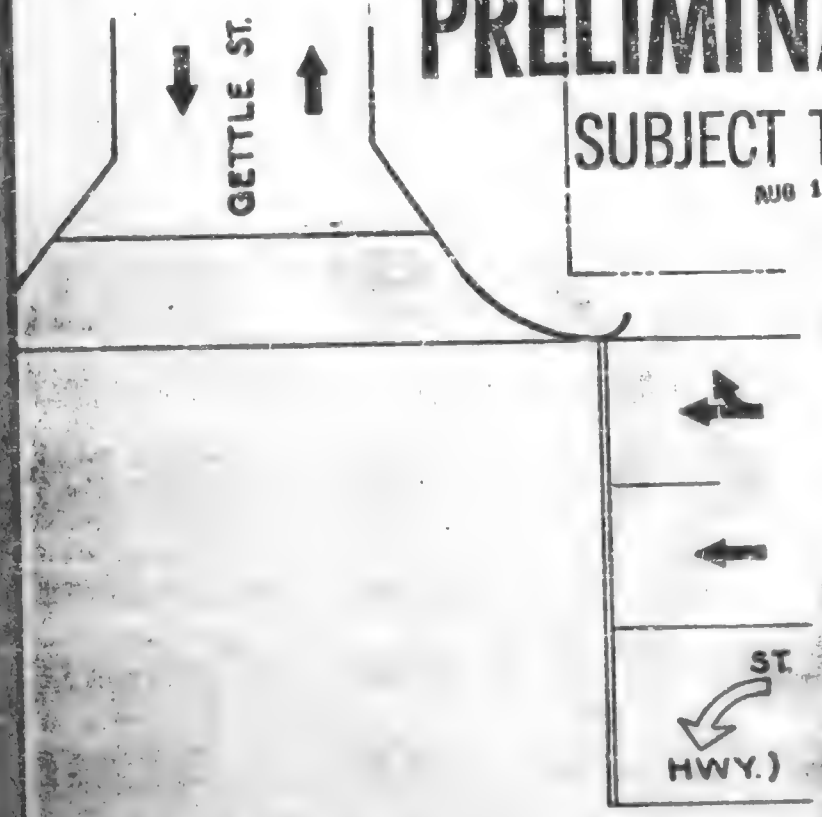


DETAIL "A"

SIGNAL PLAN
S. 6TH ST. AT GETTLE ST.

SCALE 0 10 20 40 FEET

PRELIMINARY COPY
SUBJECT TO CHANGE
AUG 13 1979



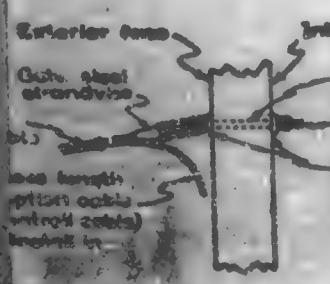
LEGEND

- (F-A) Existing power pole (power source)
- (F-A) Existing power pole (fire pre-emption circuit support)
- (2-N/C) Install (X) - (N) wire No. (G) control cable
- (39) Install 3/8" galvanized steel messenger cable
- (54) Install service cabinet with 30 amp SPST circuit breaker
- (SP) Install metal strain pole
- (CG) Install pushbutton actuated controller in Type 6 modified cabinet
- (TC) Install terminal cabinet
- (MS) Install 120 volt meter base
- (FP) Install fire pre-emption cable (2/c No. 12 control cable)
- (V) Install vehicle signal
- (OS-15) Install Type "B" Scotchlite black on yellow "FIRE SIGNAL" sign (See Details)
- (PB) Furnish momentary contact pushbutton (Installation by others)

X = Number of cables
N = Number shown
G = AWG wire size
12G = 12 Red, 8 Yellow, 8 Green

COUNTY APPROVAL

8/29/79
DATE


Exterior face
Interior face
Galv. steel strand wire
Drill ⅞" dia. hole in wall at location designated by Engineer
⅝" galv. eyebolt & 2 nuts
(2) 4" x 4" x ⅜" thick, A 36 steel plate bearing plates. Drill hole in center of bearing plate for inserting eyebolt. Bearing plate to be galvanized after drilling.

WALL ANCHOR DETAIL

STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INSTALLATION
S.6TH ST. AT GETTLE ST. & MADISON ST. (K-FALLS) SEC.
KLAMATH FALLS – LAKEVIEW HIGHWAY
KLAMATH COUNTY

August 1979
ACCOMPANIED BY DWGS. 4670, 4672, 4673, 4680, 2200, 24020
5-12, 4671, 4672, 4673

DWG. NO. 4670

6 & S Gettle

9039

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY
Date - 8-13-79

Project: Klamath Falls/Lakeview Hwy. at Madison St.
Klamath Falls/Lakeview Hwy. at Gettle St.

Highway: Klamath Falls/Lakeview

County : Klamath

Prefix : 18-1453(Madison)
18-1452) (Gettle)

Scheduled for Letting: Sept. 1979

Type of Project : HES (Madison)
09 (Gettle)

Completion Time : 220 Calendar Days

BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Temporary Protection and Direction of Traffic for _____	All Specified Lump Sum		$3500
2.	Temporary Signs for ____ _____	_____ sq. ft.	$_____	$_____
3.	Flagmen for _____ _____	_____ hr.	$_____	$_____
4.	Traffic Signal Installation, Complete for _____ _____	All Specified Lump Sum		$59,400
		Estimated Contract Cost		$62,900

ANTICIPATED ADDITIONAL ITEMS

Striping	$ 1000	
Signing	$	
Controller Testing	$ 1,600	
	$	$2,600
	Engineering and Contingencies	$9,500
	ESTIMATED PROJECT COST	$75,000

COMMENTS: Gettle St (25%)
Madison St. (75%)

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-48(2)

STATE PROJECT NO. See below

COUNTY NAME Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90168

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 26'79
REFER TO
FOR
Info | Inves | R/D | O/S | Sig | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-23-79	7-23-79	Primary 48	Primary 20

GENERAL LOCATION:
Klamath Falls-Lakeview Highway at Madison Street Section

GENERAL DESCRIPTION OF WORK:
Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) See below

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 16, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $44,760 - Federal Funds $40,284.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-23-79	S K Hansen	for Division Administrator

FORM FHWA-1240 (REV. 6-72) EXISTING STOCKS OF FORM FH-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 16, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 90168
Project No. HES-48(2)
Klamath Falls-Lakeview Hwy.
@ Madison St. Section
Klamath County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on Nov. 15, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

Federal Funds	(90%)	$40,284.00
State Funds		4,476.00
Total Cost		$44,760.00

DAR:jlg:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 16 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Film | Ast | File

Form 734-5122

June 25, 1979

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, OR 97601

MISC. CONTRACTS and
AGREEMENTS No. 2043

Attention: William D. Milne
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Klamath Falls-Lakeview Highway at Medinah Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Read
COMMISSION SERVICES

Sam

Att.

cc Dorland Swan (agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition

Number	Name	Consideration
46641	Weaver, Joseph Lyle et ux	$ 3,088.00
49781	Milton O. Brown et al	5,500.00
50034	Wolfe, Jacob M. & Virginia M.	13,485.00
50039	Wolfe, Jacob M. & Virginia M.	1,150.00
50117	Eldon D. Holznagel et al	49,500.00
50310	Stokesberry, Francis M. et ux	-0-
50481	Betz, Leonard B. et ux	770.00
	7 Transactions	$73,493.00

(2) Agreement with Klamath County for installation of traffic signals on the Klamath Falls-Lakeview Highway at Madison Street. The State will design, install and maintain the signals using Federal Aid Safety Funds. The County has agreed to pay all costs of electrical energy consumed in operation of the traffic signal equipment.

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 18 day of June, 1979

Anthony Ytturri

Anthony Ytturri, Chairman
Oregon Transportation Commission

APPROVED

H. L. Coulter

STATE HIGHWAY ENGINEER

DATE: 6/15/79

June 22, 1979

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, OR 97601

Attention: William D. Milne
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7035

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the installation of traffic signals on the Klamath Falls-Fairview Highway at Cattle Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

G. W. Read
COMMISSION SERVICES

fbm

Att.

bc Durland Swan (conf. agree. att.)

9039 KLH0001 11

Form E-[illegible] (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Klamath Falls-Lakeview Hwy. @ Madison St. Date February 13, 1979

Highway Klamath Falls-Lakeview #20 Authorization No. 1

County Klamath Survey Prefix 18-1953 (Assigned by Salem office)

Description of termini, route, length, etc.:

Intersection of Klamath Falls-Lakeview Highway and Madison street in Klamath Falls.

Proposed:

Install a 3-phase, fixed time, traffic signal w/inter-tie.

7043

Purpose of survey:

Prepare plans, specifications and estimate of cost.

RECEIVED
APR 17 1979
ACCTG. CONTROL

HES-48(2)
4-10-79

Estimate of cost:

Field Survey	901	700
Final Design	905	500
Traffic	911	2,500
Utility	914	200
Specifications	921	800

11

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 5,800
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Signed by John Hagedorn
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Bespin
Location Engineer

Approved:

E. J. Weathers
Assistant State Highway Engineer

BP*23004-724

ORE 140

By

May 1, 1978

The Honorable Gary L. Wilhelms
State Representative
3869 Madison Street
Klamath Falls, OR 97601

Dear Rep. Wilhelms:

We have completed our investigation into justification of signalizing the intersection of South Sixth Street and Madison Streets in the south suburban district of Klamath Falls.

In the performance of this investigation, we took into consideration both the intersections of Madison and Patterson Streets. From this, we have determined that the public would be best served by signalizing Madison Street. Undoubtedly, Patterson Street will come into play at some future date.

We will place the Madison Street intersection on the State's Traffic Signal Priority List. With the uncertainty of funds, we can only estimate that this signal will be installed in the 1980-81 biennium.

This intersection also has a fairly high benefit/cost ratio under the Title II program. Funds for this program have been exhausted. Should Congress renew this program for next year, this project stands a very good chance of being funded, and we can expect results sooner.

If you have any further questions concerning this matter, please contact John L. Gunter, District Engineer, 2557 Altamont Drive, Klamath Falls. His telephone is 882-5591.

Yours very truly,

John E. Holcomb
Regional Traffic Engineer

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
MAY 02 '78
REFER TO
FOR

GPH:br

bc: Fred W. Heard
F. B. Klaboe
H. S. Coulter
L. E. George
John Gunter
Wayne Cobine
Lyle Smith, Director of Public Works, Klamath County

ROE RE RCE FAE
RTE RECEIVED GEO
RUE MAY 1 1978 RDE
RSO REGION 4 RDE
ASSIGNED

April 12, 1978

The Honorable Gary L. Wilhelms
State Representative
3869 Madison Street
Klamath Falls, OR 97601

Dear Gary:

We are investigating the intersection of South Sixth Street and Madison Avenue in the south suburban area of Klamath Falls to determine if minimum traffic warrants for signalization have been met. Field work has been completed on a classification count, and we expect to have the entire investigation completed about May 1.

A traffic accident diagram indicates that the minimum warrant for accident experience has been met. There are several other warrants yet to be determined, all of which play a part in determining the priority of the intersection. However, only one warrant must be met in order to place the intersection on our priority list.

We will let you know the results of the study as soon as it is completed.

Sincerely,

H. S. Coulter
State Highway Engineer

JEH:mr ia

bc F. B. Klabco
Dale D. Allen - Please advise Rep. Wilhelms when study completed.
L. E. George
John Gunter

FORM 81-784-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

April 10, 1978

FILE: #20
18-17

FROM: John E. Holcomb
Regional Traffic Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Rep. Gary Wilhelms Letter of March 30, 1978
S. 6th St. @ Madison Ave.
Klamath Falls-Lakeview Hwy.
Klamath County

Attached is a rough draft for your use in replying to Representative Wilhelm's letter of March 30. Also attached is a copy of my letter to Senator Fred Heard, dated March 30, 1978. Both have inquired about the same intersection.

At present, we have a progression of signals on South Sixth. However, this ends at Homedale Road which is one block west of Madison. Eastbound traffic is well platooned, but west or inbound traffic is uncontrolled.

Madison Street ends a short distance south of Sixth and is not listed as a major collector. Further study may well show that we would be better off to install a signal at, say Patterson Street. This might provide sufficient gaps in traffic at Madison to allow safe access to Sixth.

The results of the study will be submitted through L. E. George's office.

JEH:mr

encl

cc: L. E. George
John Gunter

RECEIVED
STATE HWY ENGR
APR 11 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ROE RE RCE FAE
RTE RECEIVED GEO
RUE MAR 30 1978 RDE
RSO REGION 4 RBE
ASSIGNED

March 30, 1978

Senator Fred W. Heard
Oregon State Senate
State Capital
Salem, OR 97310

Dear Senator Heard:

Regional Engineer Dale Allen has asked me to provide you with some additional information regarding your letter of March 7, 1978 to John L. Gunter, District Engineer, Klamath Falls.

I have started gathering data for a study into minimum traffic warrents for signalization of the intersection of South Sixth Street and Madison Avenue in East Klamath Falls.

A classification count is being made. A traffic accident diagram has been received. It will take about one month to process the data to determine if the warrants are met. If the minimum warrants are met, the intersection will be placed on the State's priority list. It is virtually impossible at this time to say when a signal installation might be scheduled for bids.

A cursory review of the accident diagram indicates that the warrant for accident experience has been met. There are several other warrants yet to be determined, all of which play a part in determining the intersection's priority. However, only one warrant must be met in order to have the intersection placed on the list.

You will be advised of the results of the study as soon as it is completed. As mentioned, I expect this to take about one month.

Yours very truly,

John E. Holcomb
Regional Traffic Engineer

JEH:mr

cc: L. E. George
John L. Gunter

John
Good letter

GARY WILHELMS
STATE CAPITOL, ROOM H392
SALEM, OREGON 97310

HOME ADDRESS
3669 MADISON STREET
KLAMATH FALLS, OREGON 97601

KLAMATH COUNTY
DISTRICT 53

MINORITY WHIP
HOUSE OF REPRESENTATIVES

March 30, 1978

H. S. Coulter, State Highway Engineer
State Highway Division
129 Transportation Building
Salem, OR 97310

Dear Mr. Coulter:

You are aware, I'm sure, of the tremendous growth now taking place in the south suburban area of Klamath Falls. The main highway feeding this entire growth area is South Sixth Street. Every intersection on South Sixth Street must be considered dangerous. Many of these intersections are doubly dangerous in that they are not controlled by traffic lights.

Probably the most dangerous of these intersections at this time is the Madison Street intersection. I have more than a passive interest in the Madison Street intersection since I pass through it a minimum of twice a day myself.

I beleive it is time the highway division took the necessary steps to expedite installation of traffic control lights at the intersection of South Sixth and Madison streets. I understand one of the first steps which must be taken is a traffic count at the intersection. I hope this can be arranged as soon as possiable. I personally beleive the results of the count will be convincing.

Your consideration, assistance and support in this matter will be greatly appreciated, not only by myself but by a great number of south suburban area residents as well. Thank you for your time.

Sincerely,

Gary

Gary L. Wilhelms
State Representative

RECEIVED
STATE HWY ENGR
APR 3 '78
REFER TO
Allen
FOR
Info | Inves | R/D | D/R | Sign | Act | File
✓

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AUTHORIZATION

FEDERAL AID PROJECT NO: HES-48(2)

STATE PROJECT NO.: See below

COUNTY NAME: Klamath

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90168

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4-17 orig to Mackenzie

RECEIVED
STATE HWY ENGR
APR 17 '79
REFER
FOR
Info | Inves | R/D | D R | Spec | Est

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-10-79	Primary 48	Primary 20

GENERAL LOCATION:
Klamath Falls - Lakeview Hwy. at Madison Street Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including utility preparatory work
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 4, 1979, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2, paragraph 10e, and that timesaving procedures apply.

You are now authorized to proceed with the work shown above at a TEC of $5,000 with Federal Funds limited to $4,500.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-10-79	G. K. Hoover	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Form 07-734-3039

SSG:001

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section South 6th Street @ Gettle Avenue

Highway The Dalles-California

County Klamath

Date February 12, 1979

Authorization No. 1

Survey Prefix 18-1452 (Assigned by Salem office)

Description of termini, route, length, etc.:

At intersection of South 6th St. and Gettle Ave. in Klamath Falls.

Proposed: Install Fire Signal

RECEIVED
APR 12 1979
ACCTG. CONTROL

Purpose of survey: Prepare plans, specifications and estimate of cost.

Estimate of cost:

Fleid Survey	901	200
Final Design	905	500
Traffic	911	500
Utility	914	200
Specifications	921	800
Adm. Serv.(Engr.)	922	50

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 2,250

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

Original signed by Hagedorn
Field Engineer

Recommended for Approval:

Original signed by George
Regional Engineer

Recommended for Approval:

Frank E. Ruppin
Location Engineer

Approved:

J. H. Wentzel
Assistant State Highway Engineer

SP*19700-784

1979 SPRR Crossing Sec. of the 9040
Lewisburg-Granger County Rd.
(Grading & Paving)

C+a 7047 7-27-79

RR-962 5-4-79, 6-17-80

7040

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 10-22 + 23		County: Benton
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: RRO-RRS-000S(23)
MODIFICATION NUMBER: 5	October 5, 1982	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 8, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 212,625.00	$ 212,625.00
Federal funds	137,606.90(685) $ 49,322.10(138)	153,897.85(685) $ 33,031.15(138)
Other revisions		

This modification is made for the following reasons: to increase Appn Code 685 funds and reduce Appn Code 138 funds in an equal amount to prevent lapse of Appn 685 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of October, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Hitken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

G-P-L

Oregon State Highway Division
Salem, Oregon October 6, 1982

Federal-Aid Project
No. RRO-RRS-000S(23)

SPRR X'ing @ Lewisburg-Granger Rd. (Granger) Sec.
County Road in Benton County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 4,500.00
Archeological Salvage	All Required	425.00
	TOTAL	$ 4,925.00

Type Code Y013
Railroad Signals & Gates

Work by SPTC Forces	All Required	$ 67,945.00
	SUBTOTAL	$ 67,945.00
	Engineering	6,755.00
	TOTAL	$ 74,700.00

Type Code 6201
Roadway (Sta. 0+00 to Sta. 10+10)

Total Same as Previous Estimate of November 10, 1981 $133,000.00

Length of Roadway ---------- 0.19 mile
Cost of Roadway Per Mile --------- $700,000.00

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Fed. Funds	State Funds	Co. Funds
P.E. G-1	685	$ 4,925.00	$ 4,432.00	$ 75.00	$ 481.00
R.R. Work G-2	685	74,700.00	67,230.00	7,470.00	----
Roadway G-2	685	96,298.00	86,667.85	----	9,630.15
Roadway G-1	138	36,702.00	33,031.15	----	3,670.85
TOTAL		$212,625.00	$191,361.00	$7,545.00	$13,719.00

Group 1-100%; Group 2-0%
Contract No. 9040
Prefix: 202-1948
202-1093
202-1095

9040

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 2-17-18		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Benton
MODIFICATION NUMBER 4	1/26/82	Project Number RRO-RRS-000S(23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 8 ,19 79 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$212,625.00	$212,625.00
Federal funds	137,886.63(685) $ 53,474.37(138)	142,038.90(685) $ 49,322.10(138)
Other revisions		

This modification is made for the following reasons: to increase Appn Code 685 funds and reduce Appn Code 138 funds in an equal amount to prevent lapse of Appn 685 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of January ,1982 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Operation Programming Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 26, 1982

Federal Aid Project
No. RRO-RRS-000S(23)

S.P.R.R. X'ing @ Lewisburg-Granger Rd. (Granger) Sec.
County Road in Benton County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 4,500.00
Archeological Salvage	All Required	425.00
	TOTAL	$ 4,925.00

Type Code Y013
Railroad Signals & Gates

Work by SPTC Forces	All Required	$67,945.00
	SUBTOTAL	$67,945.00
	Engineering	6,755.00
	TOTAL	$74,700.00

Type Code 6201
Roadway (Sta. 0+00 to Sta. 10+10)

Total same as previous estimate of November 10, 1981 $133,000.00

Length of Roadway ---------- 0.19 mile
Cost of Roadway Per Mile -------$700,000.00

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
P.E. G-1	685	$ 4,925.00	$ 4,432.00	$ 75.00	$ 418.00
Railroad Work G-2	685	74,700.00	67,230.00	7,470.00	---
Roadway G-2	685	78,197.00	70,376.90	---	7,820.10
Roadway G-1	138	54,803.00	49,322.10	---	5,480.90
TOTAL		$212,625.00	$191,361.00	$ 7,545.00	$13,719.00

Group 1 100% Group 2 0%
Contract No. 9040
Prefixes: 202-1948
202-1098
202-1095

4040

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 11-76 & 77		County Benton
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number RRO-RRS-000S(23)
MODIFICATION NUMBER 3	11/10 k-1	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 8 , 19 79 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 212,625.00	$ 212,625.00
Federal funds	122,653.00 (685)	137,886.63 (685)
	$ 68,708.00 (138)	$ 53,474.37 (138)
Other revisions		

This modification is made for the following reasons: To increase Appn Code 685 funds and reduce Appn Code 138 funds in an equal amount to prevent lapse of Appn 685 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of November , 19 81 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-78)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 10, 1981

Federal Aid Project
No. RRO-RRS-000S(23)

SPRR Xing @ Lewisburg-Granger Rd. (Granger) Section
County Road in Benton County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required	$ 4,500.00
Archeological Salvage	All Required	425.00
	TOTAL	$ 4,925.00

Type Code Y013
Railroad Signals & Gates

Work by SPTC Forces	All Required	$ 67,945.00
	SUBTOTAL	$ 67,945.00
	Engineering	6,755.00
	TOTAL	$ 74,700.00

Type Code 6201
Roadway (Sta. 0+00 to Sta. 10+10)

Subtotal of Previous Estimate of Oct. 29, 1979 $ 86,035.25

Additional Items

Mobilization (P.A. #5)		All Required	$ 2,500.00
Temp. Protection and Direction of Traffic (P.A. #5)		All Required	1,500.00
Clearing and Grubbing (P.A. #5)		All Required	1,300.00
General Excavation (P.A. #5)	145 Cu. Yd.	3.55	514.75
Finish Roadbed & Slopes (P.A. #5)		All Required	1,200.00
12" Culvert Pipe (P.A. #5)	32 Lin. Ft.	14.00	448.00
Temporary Signs (P.A. #5)	200 Sq. Ft.	6.00	1,320.00
Flagman (P.A. #5)	57.5 Hr.	22.00	1,265.00
Aggregate Base (P.A. #5)	482 Ton	4.60	2,217.20

Class "C" Asphalt Concrete (P.A. #5)	892 Ton	23.35	20,828.20
Guard Rail Work (E.W.O. #1)		All Required	1,330.00
			$ 34,423.15
		Increase	$ 34,423.15
		Subtotal	$120,458.40
		Engineering	12,541.60
		TOTAL	$133,000.00

Length of Roadway ---------- 0.19 miles
Cost of Roadway Per Mile -----$700,000.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Fed. Funds	State Funds	County Funds
Preliminary Engr. G-1	(685)	$ 4,925.00	$ 4,432.00	$ 75.00	$ 418.00
Railroad Work G-2	(685)	74,700.00	67,230.00	7,470.00	-----
Roadway G-2	(685)	73,583.00	66,224.63	-----	7,358.37
Roadway RRS G-1	(138)	59,417.00	53,474.37	-----	5,942.63
TOTAL		$212,625.00	$191,361.00	$7,545.00	$13,719.00

Group 1 100%; Group 2 00%
Contract No. 9040
Prefix: 202-1948
Prefix: 202-1098

9040

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 9-273		
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Benton
MODIFICATION NUMBER: 2	9-15-81	Project Number: RRO-RRS-000S(23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 8, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 177,275.00	$ 212,625.00
Federal funds	122,653.00 (685)	122,653.00 (685)
	$ 36,893.00 (138)	$ 68,708.00 (138)
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of September, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XXXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon September 4, 1981

Federal Aid Project
No. RRO-RRS-000S(23)

SPRR Xing @ Lewisburg-Granger Rd. (Granger) Section
County Road in Benton County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 4,500.00
Archeological Salvage	All Required	425.00
	TOTAL	$ 4,925.00

Type Code Y013
Railroad Signals & Gates

Work by SPTC forces	All Required	$ 67,945.00
	SUBTOTAL	$ 67,945.00
	Engineering	6,755.00
	TOTAL	$ 74,700.00

Type Code 6201
Roadway (Sta. 0+00 to Sta. 10+10)

Subtotal of previous estimate of Oct. 29, 1979 $ 86,035.25

Additional Items

Mobilization (P.A. #5)			All Required	$ 2,500.00
Temp. Protect & Direct of Traffic (P.A. #5)			All Required	1,500.00
Clearing and Grubbing (P.A. #5)			All Required	1,300.00
General Excavation (P.A. #5)	145	Cu. Yd.	3.55	514.75
Finish Roadbed & Slopes (P.A. #5)			All Required	1,200.00
12" Culvert Pipe (P.A. #5)	32	Lin. Ft.	14.00	448.00
Temporary Signs (P.A. #5)	200	Sq. Ft.	6.00	1,320.00
Flagman (P.A. #5)	57.5	Hr.	22.00	1,265.00
Aggregate Base (P.A. #5)	482	Ton	4.60	2,217.20

Class "C" Asphalt Concrete (P.A. #5)	All Required	$ 1,330.00
		$ 34,423.15
	Increase	$ 34,423.15
	SUBTOTAL	$120,458.40
	Engineering	12,541.60
	TOTAL	$133,000.00

Length of Roadway ---------- 0.19 miles
Cost of Roadway Per Mile --------$700,000.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engr. G-1	(685)	$ 4,925	$ 4,432	$ 75	$ 418
Railroad Work G-2	(685)	74,700	67,230	7,470	---
Roadway G-2	(685)	56,657	50,991	---	5,666
Roadway RRS G-1	(138)	76,343	68,708	---	7,635
TOTAL		$212,625	$191,361	$7,545	$13,719

Group 1 100%; Group 2 00%
Contract No. 9040
Prefix: 202-1948
Prefix: 202-1098

9040

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 11-52 & 11-53		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Benton
MODIFICATION NUMBER 1	11-1-79	Project Number RRO-RRS-000S(23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 8, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	~~$79,200 (685)~~	$ 40,993 (138) 136,282 (685)
Federal funds	~~$71,280 (685)~~	$ 36,893 (138) 122,653 (685)
Other revisions		

This modification is made for the following reasons: Adding Roadway Construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of November, 19 79.

~~OREGON STATE HIGHWAY ENGINEER~~
(Official name of Highway Agency)

By W. K. Moseley

Assistant State Highway Engineer
(Title)

By ~~For: H. S. Coulter~~

~~State Highway Engineer~~ *(Title)*

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form FH-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, October 29, 1979

Federal Aid Project
No. RRO-RRS-000S(23)

SPRR XING @ LEWISBURG-GRANGER RD.(GRANGER) SECTION
COUNTY ROAD IN BENTON COUNTY

Revised Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 4,500.00
Archeological Salvage	All Required		425.00
			$ 4,925.00
Type Code Y013			
Railroad Signal and Gates			
Work by SPTC forces	All Required		$ 67,945.00
	Subtotal		$ 67,945.00
	Engineering		6,755.00
	Total		74,700.00
Type Code 6201			
Roadway (Sta. 0+00 to Sta. 10+10)			
Mobilization	All Required		$ 7,700.00
Temporary Protection and Direction of Traffic	All Required		2,700.00
Temporary Signs	338 Sq.Ft.	6.00	2,028.00
Temporary Barricades	5 Each	65.00	325.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	350 Lin.Ft.	14.00	4,900.00
Temporary Plastic Safety Markers	7 Each	50.00	350.00
Flagmen	150 Hour	22.00	3,300.00
Clearing and Grubbing	All Required		2,800.00
Removal of Structures and Obstructions	All Required		100.00
Embankment in Place	5,315 Cu.Yd.	2.10	11,161.50
Finishing Roadbed and Slopes	All Required		2,300.00
1 1/2"-0 Aggregate Base	2,700 Ton	4.60	12,420.00
3/4"-0 Aggregate Base	800 Ton	4.60	3,680.00
Class "B" Asphalt Concrete	925 Ton	23.35	21,598.75
18-inch Culvert Pipe	78 Lin.Ft.	14.00	1,092.00
Guard Rail, Type 2A	350 Lin.Ft.	9.00	3,150.00
Guard Rail, Type 3	50 Lin.Ft.	20.00	1,000.00
Guard Rail Anchors, Type 1	4 Each	275.00	1,100.00
Rail End Pieces, Type C	4 Each	120.00	480.00
			$ 82,185.25

Oregon State Highway Division
Salem, Oregon, October 29, 1979

Federal Aid Project
No. RRO-RRS-000S(23)

Anticipated Items		
Permanent Pavement Striping	All Required	$ 500.00
Railroad Protective Costs	All Required	3,250.00
		$ 3,850.00
	Subtotal	$ 86,035.25
	Engineering	11,514.75
	Total	$ 97,650.00

Length of Roadway - - - - - - - - 0.19 miles
Cost of Roadway Per Mile- - - - $ 513,947.36

Work Retained in Program Status
(Not included in totals below)

Roadside Seeding and Mulching	All Required	$ 500.00
Channelization Work	All Required	30,000.00

Summary of Funds (90%)

Description	Appn. Code	Total Cost	Federal Funds	State (PUC)	County Funds
Preliminary Engr. G-2	685	$ 4,925	$ 4,432	$ 75	$ 418
Railroad Work G-2	685	74,700	67,230	7,470	--
Roadway G-2	685	55,657	50,991	--	5,666
Roadway RRS G-1	138	40,993	36,893	--	4,100
Total		$ 177,275	$ 159,546	$ 7,545	$ 10,184

Group 1 100%; Group 2 00%

Contract No. 9040
Prefix 202-1948
Prefix 202-1098

1040

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon County Benton Project No. RRO-000S(23)
3-74	**FEDERAL-AID PROJECT AGREEMENT** 3-8-79	

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SPRR Xing @ Lewisburg - Granger Rd. (Granger)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-8-77	0.19
RIGHTS-OF-WAY		
CONSTRUCTION	11-27-78	0.19
OTHER *(Specify)*		

FUNDS Pro Rata 90.00%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 79,200.00	$ 71,280.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst. State Highway Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 3-8-79

Form: PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G - Files

Oregon State Highway Division
Salem, Oregon, February 28, 1979

Federal Aid Project
No. RRO-000S(23)

SPRR Xing @ Lewisburg - Granger Rd. (Granger) Section
County Road in Benton County

Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required	$ 4,500.00
Type Code Y018 Railroad Signal and Gates		
Work by SPTC forces	All Required	$67,945.00
	Subtotal	$67,945.00
	Engineering	6,755.00
	Total	$74,700.00

Length of Project - - - - - - - - - - - - - - - - 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State (PIC) Funds	County Funds
Preliminary Engineering	$ 4,500	$ 4,050	$ 75	$ 375
Railroad Signal and Gates	74,700	67,230	7,470	---
Subtotal	$ 79,200	$ 71,280	$7,545	# 375
Roadway (Retained in Program)	70,800	63,720	---	7,080
Total	$150,000	$135,000	$7,545	$7,455

Group 1 100%

Prefix: 202-1948

STATE COPY

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

#9040 11-6-81

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(FPM 20-5) 9040

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RRO-0008(23)	Benton	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Besides additional and incidental, work on this project involved construction of roadbed grading, aggregate base and asphalt concrete pavement, and installation of guardrail.

Work was completed June 15, 1981 on the SPRR Crossing Section of the Lewisburg-Granger County Road approximately 4 miles northeast of Corvallis.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Willamette Crushing Co. dba Wildish Corvallis Construction Co.	$ 82,185.25

RECEIVED STATE HWY ENGR NOV 13 '81

REFER TO Bruning FOR

Info | Invest | R/D | D/R | Sign | Act | File

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* [signature] 11-13-81

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR NOV 12 '81 REFER TO [illegible] FOR Info | Invest | R/D | D/R | Sign | Act | File

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.19	36.0		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY W. H. Kappus

11. DATE OF INSPECTION October 22, 1980

12. IN COMPANY WITH G. Wimer, C. Williams and J. Martin

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE W. H. Kappus		16. SIGNATURE G. K. Hosgner	
14. TITLE Area Engineer	15. DATE Nov. 2 81	17. TITLE VField Operations Engineer	18. DATE 11/6/81

FORM PR-33C (Rev. 7-72) Previous editions of this form are obsolete

9042

August 18, 1981

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

COM 5
#9040

Gentlemen:

On July 22, 1981, we wrote to you concerning release of final payment on Contract No. 9040 awarded to Willamette Crushing Co. dba Wildish-Corvallis Construction Co. for work on the SPRR Crossing at Granger Section of the Lewisburg-Granger County Road in Benton County.

Final payment on this contract is $1,824.87 and the total contract amount is $144,656.85. No work was performed under force account.

Sincerely,

Robert W. Gorneen
COMMISSION SERVICES

jas
cc: Willamette Crushing Co. dba
Wildish-Corvallis Construction Co.
P. O. Box 987
Corvallis, OR 97330

bc: C. T. Kenney
Walt Hart
C. O. Fredricksen

#9040 -6-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Sims Electric, Inc. No. 9177	Coos Bay/Roseburg Hwy. @ 2nd St. (Coquille) Coos County	July 14, 1981
Sims Electric, Inc. No. 9155	Ore. Coast Hwy. @ 4th St. (Tillamook) Tillamook County	July 16, 1981
Wildish-Corvallis Construction Co. No. 9040	SPRR X'ing @ Granger Benton County	July 20, 1981
Salem Road & Driveway Co. No. 9159	12th St.SE-Ewald Ave.SE (Salem) Marion County	July 31, 1981
Riedel International No. 9107	SPRR X'ing @ SE Lawnfield Rd. Clackamas County	August 3, 1981
D Mc D Corp. No. 9256	Enterprise Rock Production Wallowa County	August 3, 1981
Rock Process, Inc. No. 9280	Meacham Rock Production Umatilla & Union Counties	August 3, 1981
Morse Bros. Contractors, Inc. No. 9002	Siuslaw River-Walton Lane County	August 4, 1981
Wisar Const. Co., Inc. No. 9057	Little Butte Creek Bridge Jackson County	August 4, 1981
Harry Claterbos Co. J.V. No. 8949	S.Unit, Astoria-Camp Rilea Clatsop County	August 5, 1981
R & R Excavating Co.,Inc.. No. 9146	NE 33rd Ave.@ NE Broadway & SE 139th Ave. @ SE Stark St. (Portland) Multnomah County	August 6, 1981

August 6, 1981

C. T. Keasey
Asst. State Highway Engineer

9040

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: July 20, 1981

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of July 20, 1981.

Contract	9040	On Site Work Substantially Completed	June 15, 1981
All Work Completed	July 10, 1981		
Project	SPRR X'ing @ Granger		
Highway	Lewisburg-Granger Co. Rd.		
County	Benton		
Type of Work	Grading & Paving		
Contractor	Wildish-Corvallis Construction Co.		

RDC:mk

cc: H. S. Coulter
R. D. Church

Surety waiter
7-22-81

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.P.R.R. X'ing at Lewisburg-Granger Co Rd		WEEK ENDING: June 20, 1981
		SECTION PREFIX: 202-1098
HIGHWAY: Lewisburg-Granger Co. Rd.		COUNTY: Benton
NAME OF JOB: Granger	KIND OF WORK: grading and paving	
CONTRACTOR: Wildish Corvallis Const. Co.	CONTRACT NUMBER: 9040	FEDERAL AID PROJECT NUMBER: RRO-0008(23)
DATE OF CONTRACT: 10/26/79	DATE WORK STARTED: 5/22/80	ESTIMATED COMPLETION DATE: 6/15/81
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS: Work SPECIFIED CALENDAR DAYS: 242	WORK DAYS USED CALENDAR DAYS USED: 242
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $	ENGINEERING AUTHORIZATION $	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION ____%	

For Price Agreement 5, only $ 33,116

ESTIMATED PERCENT COMPLETE (ROADWORK) 100% work completed

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

pkup 1, tack cart 1, dump truck 1, roller 1

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	cldy	241		
MONDAY	"	242		
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUN 22 1981
CONSTRUCTION BRANCH

ASHE OM
CAE CA
FOE LE
OCE TC
SCS FE
EEO CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY June 15, 1961	Wildish Crew patched low spot in Granger Road connection.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The above work is by Wildish Corvallis Const. Co., under Price Agreement 5
On Monday contractor completed paving work.

This report represents F A 5 work only.

3rd notification to be submitted by Benton Co.

F A 5 WORK COMPLETED

FINAL REPORT

Post Semi final estimate sent to Region Office on Thrs.

SIGNED J K Martin LOCATION Albany

J K Martin, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F2:6

9040

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

June 5, 1981

In Reply Refer to
File No.: CON 5 #9040

Wildish Corvallis Construction Company
P.O. Box 987
Corvallis, OR 97330

Re: Time Extension Request
SPRR X'ing @ Lewisburg-
Granger Road
FAP No. RRO-000S(23)
Contract No. 9040

Gentlemen:

Your request for an additional 20 calendar workdays in which to complete the above project has been carefully reviewed. A contract time extension of 20 calendar workdays is granted as a result of the additional work performed under Price Agreement No. 4.

The revised completion time for this contract is 242 calendar workdays.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
C. O. Fredrickson "
J. M. Martin "
FHWA
Bob Church

RECEIVED
STATE HWY ENGR
JUN 5 '81
REFER TO
FOR
Info | Init's | R/D | D/R | Sgn | Act | File

Form 734-3122

202-1098

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

DATE: June 3, 1981

FROM: Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Second Time Extension Request
SPRR Xing @ Lewiburg-Granger Rd.
Contract 9040

On March 2nd you authorized an 82 calendar work day (cwd) time extension. That eliminated all liquidated damages to that time.

We submitted Price Agreement No. 4 to your office May 26th. It included the statement that "Approval of this agreement contingent upon exceptable extension of time for completion of work." A reasonable amount of time for P.A. No. 4 is 20 cwd, as indicated in the attached formal request from Wildish Corvallis Construction Company, the contractor. Resident Engineer J. M. Martin justifies this extention in his attached May 28th transmittal letter.

Both of these references imply the change is from 242 cwd to 262 cwd. Actually only 222 cwd have been ~~charged~~ authorized to date and with the 20 cwd recommended makes a new total recommended time of 242 cwd. This office recommends such an extension.

Attch.
GW/rgb
cc: Jack Martin

6-4-81

CTK -

I recommend a time extension of 20 cwd, making the total allowable contract time 242 cwd.

OMJ

ASHE CAE FOE QCE SCS EEO

RECEIVED
JUN 3 1981
CONSTRUCTION BRANCH

OM CA LE TC FE CP

#7040

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 2, 1981

In Reply Refer to
File No CON 5 #9040

Wildish Corvallis Construction Company
Post Office Box 987
Corvallis, OR 97330

Re: Time Extension Request
SPRR X-ing @ Granger
FAP No. RRO-000S(23)
Contract No. 9040

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 82 calendar work days is granted due to extra work performed and to return time charges made after substantial completion of the work.

This time extension eliminates all liquidated damages under this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
C. O. Fredrickson (w/att.)
Jack Martin "
FHWA "
Robert Church

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MAR 4'81
REFER TO
Info Issues Stand Act File

Form 734-3122

9040

GIESY GREER & GUNN, INC.
Multi[illegible] Line Claim Representatives

552 S.W. 3rd
P.O. Box 696
Corvallis, Oregon 97330
Telephone 503/752-3489

BILL E. HAMMOCK
President

DEL WILLIAMS
Branch Manager

files

BENTON COUNTY PUBLIC WORKS DEPARTMENT
360 SW Avery Ave.
Corvallis, Oregon 97330

November 24,1980

Att: Harold J. Marx
Operations Mgr.

Re: Construction Agreement-Contract #9040

Dear Mr.Marx:

With regard to the liability claim presented on behalf of Brad Sprague regarding a 6/6/80 accident near the Lewisburg Crossing, please be advised that our tender of this claim to the State of Oregon,the Judicial Department, and their subsequent tender to the Wildish Construction Company has resulted in a direct settlement between the Wildish Construction Company and Mr.Sprague's attorney.

No payments had been made by the Benton County insurance carrier in this matter.

We thank you for your assistance and cooperation in this matter.

Very truly,

Del D. Williams
Del D. Williams
Branch Manager

DDW/ew
cc: Benton Co.Legal Counsel
Oregon State Hwy.Div.
Porter-Haaland Agcy.
Gulf Ins.Co.

xc: Commission Services
Sollis

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COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE HWY ENGR
NOV 25 '80
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FOR
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DOT DIRECTOR
NOV 25 '80
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Kessey — Richards
Jackmond — Berg
Hopkins — Inloes
Williams — Widmer
Johnson — Gebauer
Olsen — Church

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NOV 26 1980
CONSTRUCTION
BRANCH

9040

FILES

STATE OF OREGON

INTEROFFICE MEMO

Railroad & Utilities
DEPT

378-6511
TELEPHONE

TO: Robert Gormsen
Commission Services

DATE: June 17, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: Service Contract Extension
Service Contract No. 78-24
Crossing No. CK-697.36
Lewisburg-Granger Rd.
Benton County
ODOT Agreement No. RR-962

RAILROAD COMPANIES
FILE No. 962

Attached is the State's fully-executed counterpart of an extension to Service Contract No. 78-24 between the Southern Pacific Transportation Company and the Oregon Department of Transportation, Highway Division, calling for the installation of grade crossing protection devices at the subject location. The original Service Contract expired April 30, 1980 and this letter extends the Service Contract until October 31, 1980. No other terms of the Service Contract were effected in any manner.

RDT/vlw
Attach.
cc: G. L. Green, FHWA - w/copy
C. T. Keasey - w/copy
J. B. Boyd
J. L. Sollis
V. E. Skoog - w/copy
Dick Bladorn - w/copy
D. E. Swan - w/2 copies
C. O. Fredrickson - w/copy
Jack Martin - w/copy

NOTED
FRAN NEAVOLL
on July report

RECEIVED
JUN 17 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

October 19, 1979

Board of County Commissioners
Benton County
Courthouse
Corvallis, Oregon 97330

Attn: William Wyman
Director of Records

Gentlemen:

On October 18, 1979, a satisfactory bid was received from Wilsich Corvallis Const. Co., P.O. Box 987, Corvallis, Oregon 97330 to realign a portion of the Lewisburg-Granger Road and install railroad crossing protection. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$ 82,185.25
Railroad Protective Costs	$ 3,250.00
Other Railroad Costs	67,943.00
Permanent Pavement Striping	500.00
Roadside Seeding & Mulching	500.00
Channelization Work	30,000.00
4 1/2% Contingencies	8,301.61
9% Engineering	16,603.22
ESTIMATED TOTAL COST	$209,283.08
Less FHWA Participation	-180,444.57
Less State Grade Crossing Protection Fund	- 6,270.00
	$ 14,668.51

County's Advance Deposit $14,668.51 or say $14,600.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than November 9, 1979.

Please make your check for $14,600.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 436, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

Wirpf

bcc w/AD # 687: Phil Stemmer, Region 2 Federal Aid Specialist
Vera Skeen - Please return completed AD # 687 when check is received.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
[illegible]-RRS-000S(23)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

COUNTY NAME
Benton

ITEM NO.
70599-11

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

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FOR
Info | Invest | R/D | D-R | Sgnt | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	9-26-79	Non Federal-aid	County Road

GENERAL LOCATION:
SPRR X'ing #CK-697.00 at Lewisburg-Granger Road.

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Perm Pavement Striping (S.F.) $600
Railroad Protective
Services $3,250

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9-21-79 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $135,440 Federal Funds $121,895.

A signed copy of the revised Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-26-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-63) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-915

9040

Benton Co

ENVIRONMENTAL REVIEW CHECKLIST

10-18-79
~~July 26, 1979~~ Bid Letting _____ All Clear Deadline

ALL CLEAR 9/18/79
Donald L. Root

SECTION SPRR X'ing at Lewisburg-Granger Rd.
Highway County Road
County Benton Region 2
Type of Work G-P-RR X'ing Funds RRO
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment	X					
Write-off Letter		X			X	Non-major
PERMITS:						
Division of State Lands		X				
D.O.G.M.I.		X				
Corps of Engineers		X				
Coast Guard		X				
Co. Conditional Use		X				
NPS Air Pollution		X				
NPS Water Pollution		X				
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage		X				
NOISE:						
Noise Study		X			X	Statewide

STATE OF OREGON

INTEROFFICE MEMO

Railroad & Utilities DEPT. 378-6511 TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: September 13, 1979

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 1080
Crossing No. CK-697.40

B U I L D I N G

Attached is a copy of Order No. 79-639 issued by the Public Utility Commissioner on September 7, 1979, relative to the above-subject matter.

RDT:mm

Attachment

cc: C. R. Burghardt - FHWA w/att.
E. S. Hunter w/att.
C. T. Keasey w/att.
R. L. Schroeder w/att.
C. O. Fredrickson w/2 atts.
District Engineer - H. C. Johnson w/att.
Keats Oliver w/att.
R. P. Hamilton w/att.
J. L. Sollis w/att.
Bob Judson w/att.

noted
H. S. COULTER

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REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ORDER NO. 79-639

ENTERED September 7, 1979

NEW CROSSING NO. CK-697.40

OLD CROSSING NO. CK-697.00
DOT CROSSING NO. 759 194 H

CROSSING NO. CK-697.70 (Closed)
DOT CROSSING NO. 759 195 P

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1080

In the Matter of the Investigation on the Commissioner's own motion into the need of safety improvements, pursuant to ORS 763.030, at the railroad-highway grade crossing of Lewisburg-Granger Road and the track and right-of-way of SOUTHERN PACIFIC TRANSPORTATION COMPANY, Toledo Branch, at Granger, Benton County, Oregon.	ORDER

By PUC Order No. 79-403, dated June 5, 1979, a formal proceeding was instituted to effect certain alterations at the railroad-highway grade crossing of Lewisburg-Granger Road, a road under the jurisdiction of Benton County, and the main track and right-of-way of Southern Pacific Transportation Company, Toledo Branch, at Granger, Benton County, Oregon.

All parties in interest to this proceeding, have agreed to alter the crossing as set forth herein. The parties in interest in this matter were listed in Order No. 79-403.

Currently, the Lewisburg-Granger Road is 22 feet wide and consists of a one-foot shoulder, two 10-foot travel lanes and a one-foot shoulder. The crossing is located at railroad milepost 697.0. It has an angle of intersection between the road and the railroad track of 45 degrees. The Lewisburg-Granger Road terminates at its intersection with Highway 20 approximately 60 feet easterly of the crossing. The crossing is presently protected by a vehicle stop sign, two crossbucks,

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SEP 13 1979
RR & UTILITY UNIT

and one advance warning sign. The present average daily vehicular traffic is approximately 1,000 vehicles and projected to be 1,700 in five years. There have been four accidents at this crossing since 1969, resulting in four injuries.

Benton County proposes to relocate the Lewisburg-Granger Road crossing to a point approximately 2,000 feet to the southwest. After relocation, the existing crossing will be closed. The County also proposes to vacate a county road with a public grade crossing located at railroad milepost 697.70 (crossing CK-697.70) on the Toledo Branch. This County Road at present serves a single farm, giving the farm access to both the Lewisburg-Granger Road and Highway 20. After the Lewisburg-Granger Road and grade crossing are relocated, access to the Lewisburg-Granger Road will be eliminated. The road will be vacated as a county road. Existing crossing CK-697.70 may continue as a private crossing, if the proper signing is installed and appropriate agreements are entered into by the responsible parties.

As part of the project, Lewisburg-Granger Road will be widened to 36 feet and consist of two 12-foot travel lanes and a six-foot shoulder on each side of the roadway. The new crossing will intersect the track at a 90 degree angle. Flashing light signals and automatic gates are proposed as the protective devices at the relocated crossing.

In the vicinity of the present and proposed crossing locations, the railroad runs parallel with and closely adjacent to U.S. Highway 20 (The Albany-Corvallis Highway). To guard against vehicles backing up over the crossing while waiting to enter the state highway, a "DO NOT STOP ON TRACK" sign will be placed at the northwesterly quadrant of the crossing.

Due consideration has been given to all responses and representations in this proceeding. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

The Commissioner finds that the signalization proposed herein is required by the public safety, convenience and general welfare and that it is appropriate to authorize expenditure of funds from the Grade Crossing Protection Account as provided by ORS 763.270, in the amount agreed upon by the parties.

Based upon the investigation, an on-site meeting of parties in interest, and the files of the Commissioner, it is found that the crossing should be altered and relocated as set forth below.

IT IS THEREFORE ORDERED that:

1. The subject grade crossing shall be relocated to a point approximately 2,000 feet southwesterly and altered as ordered herein. The relocated crossing shall not be opened until the protective devices ordered herein are installed and operational.

2. The old Lewisburg-Granger Road grade crossing No. CK-697.00, shall be closed and barricaded immediately upon the opening of the relocated crossing. The permanent barricades ordered herein shall be erected and crossing material removed from Crossing No. CK-697.00 as soon as possible after the opening of the relocated crossing to public use. All work will be completed within 30 days of its closure.

3. The existing county road grade crossing No. CK-697.70 shall be closed as a public grade crossing and the road vacated as a public highway upon opening of the relocated Lewisburg-Granger Road Crossing.

4. Benton County shall:

   a. Construct that portion of the relocated crossing lying outside lines drawn two feet outside each rail to accommodate a paved roadway 36 feet in width (consisting of two 12-foot travel lanes and two six-foot shoulders) and bear 10 percent of the cost thereof;

   b. Subject to reimbursement as provided herein, furnish and install guardrail, the face of which shall be 18 feet from the centerline of roadway, at each set of signals as follows:

      Southeast crossing quadrant - modified rural guardrail

      Northwest crossing quadrant - rural guardrail;

   c. Furnish, install and maintain one standard reflectorized advance warning sign and one

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SEP 13 1979
RR & UTILITY UNIT

reflectorized advance warning pavement marking, at appropriate locations on the northerly approach to the crossing and bear all the cost thereof;

d. Furnish, install and maintain two reflectorized stop clearance lines at appropriate locations, one on each side of the crossing and bear all the cost thereof;

e. Furnish, install and maintain one "DO NOT STOP ON TRACK" sign adjacent to the right of the automatic signals located in the northwest crossing quadrant, and bear all the cost thereof;

f. Remove and thereafter maintain clear, on the northerly approach to the crossing, those trees and brush that would impair a motorist's view of the automatic protective devices installed in the northwest crossing quadrant, and bear all the cost thereof;

g. Furnish, install and maintain barricades at the old Lewisburg-Granger Road grade Crossing No. CK-697.00, and bear all the cost thereof;

h. Maintain that portion of the crossing lying outside lines drawn two feet outside each rail and maintain the guardrail ordered herein; and bear all the cost thereof;

i. Bear 10 percent of the cost of constructing that portion of the relocated crossing lying between lines drawn two feet outside each rail; and

j. Bear 10 percent of the cost of removing all road and crossing material from between the rails and the railroad right-of-way at Crossing No. CK-697.00.

k. Notify the Northwest Natural Gas Company at least 48 hours in advance of commencing any construction work at the crossing.

5. The Southern Pacific Transportation Company shall:

a. Subject to reimbursement as provided herein, construct that portion of the crossing lying between lines drawn two feet outside each rail to accommodate a roadway 36 feet in width;

b. Subject to reimbursement as provided herein, furnish and install two Commissioner's Standard No. 2 flashing light signals, equipped with gongs and two Commissioner's Standard No. 4 automatic gates, to be located on each side of the crossing, not less than 15 feet from the centerline of the track and not less than 24 feet from the centerline of the relocated road. Said signals will be activated by predictor-type units. An extra pair of side lights shall be mounted on the flashing light signals mast located in the southeast quadrant of the crossing and aligned for vehicular traffic heading westerly on Highway 20.

c. Maintain the automatic signalization and circuitry ordered herein and maintain that portion of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof; and

d. Subject to reimbursement, remove all road and crossing material from between the rails and the railroad right-of-way at crossing No. CK-697.00.

e. Remove the crossbucks from grade crossing No. CK-697.70 and furnish and install appropriate signing for a private grade crossing as prescribed by Commissioner's Rule set forth in Commissioner's Order No. 75-290, entered April 4, 1975 (OAR 860-42-135), and bear all the cost thereof.

6. Oregon Department of Transportation, Highway Division shall bear 90 percent of the cost of constructing the relocated crossing, furnishing and installing the automatic signalization, circuitry, guardrail and removal of road and crossing material at Crossing No. CK-697.00 as ordered herein.

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SEP 13 1979
RR & UTILITY UNIT

7. Each party shall notify the Commissioner upon completion of its portion of the project.

8. Pursuant to ORS 763.270, the Grade Crossing Protection Account of the State of Oregon shall bear 10 percent of the cost of furnishing and installing the automatic signalization, circuitry and guardrail ordered in paragraph 5.b. and 4.b. above.

9. Upon completion of the work ordered in paragraphs 4.b. and 5.b. above, Benton County, Oregon Department of Transportation, Highway Division, or Southern Pacific Transportation Company, whichever advances a share of the cost apportioned to the Grade Crossing Protection Account, shall present its claim for reimbursement for the Commissioner's approval. Before completion of the work, Benton County, Oregon Department of Transportation, Highway Division, or Southern Pacific Transportation Company may submit progress claims for reimbursement, not to exceed 80 percent of the apportionment, for the cost of labor and other services provided to date of billing, and for the cost of materials stockpiled at the project site. The best estimate of the cost of the protective devices ordered herein is $62,700.

Made, entered and effective 9/7/79.

JOHN J. LOBDELL
Public Utility Commissioner

lip

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

1040

9-5-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RRO-000S(23)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70599-11

COUNTY NAME
Benton

PROGRAM STAGE (Check)
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STATE HWY ENGR
SEP 10 '79
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FOR
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TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

9-10 orig Mgr Engineer

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Non Federal-aid
	7-6-79	STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

SP RR X'ing #CK-697.00 at Lewisburg-Granger Road

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Program Change
See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 10, 1979 this will confirm the advance approval and authorization to proceed date of July 6, 1979 by Mr. Paul Riedl for adding archeological salvage to the character of proposed work TEC NTE $425 - Federal Funds $382.

A signed copy of the Agreement is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-5-79	E. L. Black	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-818

9040

July 27, 1979

Board of County Commissioners
Benton County
Courthouse
Corvallis, OR 97330

Attention: William Flynn
Director of Records

MISC. CONTRACTS and
AGREEMENTS No. 7047

Gentlemen:

Attached for your records is a fully executed copy of an agreement to realign a portion of the Lewisburg-Greenberg Road and install railroad crossing protection.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Read
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (conf. agree. att.)

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-26-79

FEDERAL AID PROJECT NO.: RRO-RRS-000S(23)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70599-11

COUNTY NAME: Benton

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter,
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 26 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-13-79	Non Federal-aid	County Road

GENERAL LOCATION:

SPRR X'ing #CK-697.00 at Lewisburg-Granger Rd. Section

7-26 Sue

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change (See below)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letters of July 9, 1979 and July 18, 1979, I approve the program changes as follows:

1) Project No. - Change to RRO-RRS-000S(23)
2) Financing

Work	Appn. Code 138 Total Cost	Appn. Code 138 Fed. Funds	Appn. Code 685 Total Cost	Appn. Code 685 Fed. Funds
PE	$ -	$ -	$ 4,500	$ 4,050
RR Work	-	-	74,700	67,230
Roadway	-	-	56,657	50,991
Roadway	144,212	129,790	-	-
~~Totals~~	~~$ 144,212~~	~~$ 129,790~~	~~$135,857~~	~~$122,271~~

DATE: 7-20-79

SIGNATURE OF APPROVING OFFICIAL: G. K. Hansen

for Division Administrator

FORM FR-1240 (REV. 6-70) EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-665

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RRO- 000S(23)

STATE PROJECT NO.: See below

COUNTY NAME: Benton

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70599-11

PROGRAM STAGE (Check) 1. ☐ 2. ☐

RECEIVED
STATE HWY ENGR
JUL 16'79
REFER TO
FOR

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	
7-13-79	7-13-79		Non Federal aid
		STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

SP RR X'ing #CK-697.00 at Lewisburg-Granger Rd. Section

GENERAL DESCRIPTION OF WORK:

Grade and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 9, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $269,564 - Federal Funds $242,607.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79	G. K. Hoomer	for Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

July 9, 1979

Mr. James E. Blair
Public Works Director
Benton County
360 S.W. Avery
Corvallis, OR 97330

Dear Mr. Blair:

Re: SPRR Xing @ Granger Section
County Road (Lewisburg-Granger)
Benton County

We have been asked by Mr. Stearns, Region 2 Federal Aid Engineer, to return the subject project to you for the addition of a left turn refuge on the Albany-Corvallis Highway and details for revised permanent signing associated with the relocation of the road approach.

Attached are mylar tracings, sheets 1, 2, 3 and 3A and the earth work computations for your use in making the necessary changes.

We have moved the project to the September 20, 1979, bid letting. To hold this date the plans should be back to this office no later than Friday, July 27, 1979.

Very truly yours,
ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

DOC:cj
Attachments

bc: E. S. Hunter
D. H. Moehring
C. O. Fredrickson
L. E. George
W. E. Cole
J. Sullivan

RECEIVED
TECHNICAL SERVICES
JUL 10 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 9, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 70599-11
Project No. RRO-000S(23)
SPRR X'ing 0 Granger
Benton County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on Sept. 20, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

Federal Funds (90%)	$242,607
State Funds	26,957
Total Cost	$269,564

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 10'79
REFER TO
FOR
Info | Inves | R/D | D/R | Hyd | Act | File

Form 734-3122

9040

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

Benton

TO: D. O. Christensen
Final Design Engineer

DATE: June 25, 1979

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: S.P.R.R. Crossing at Granger Rd.
(Lewisburg-Granger)
Benton County

I realize the above-mentioned section is a "county" job but wonder if you could influence them into calling for asphalt shoulders in place of aggregate shoulders. The reasons we have discussed at length.

Thanks for your help.

DES:ge

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 26 1979
ROAD DESIGN SECTION

Do Not File ☐
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Bring Up / /
Action

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Board
Coie WLC Sample
Eriksen Watson
Hager Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

61-12R 1967

STATE OF OREGON
Railroad & Utilities
Highway Division — DEPT.
378-6511 — TELEPHONE

INTEROFFICE MEMO

TO: D. H. Moehring
Project Management Engineer

DATE: June 21, 1979

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: Railroad Status Report
July 26, 1979 Letting

The status of negotiations with railroads on Federal Aid projects on the July 26, 1979 letting are as follows:

SPRR x'ing at Lewisburg/Granger Road, Benton County, Project No. RRO-000S(23)

We have a fully executed service contract with the Southern Pacific Transportation Company for the work that they are to accomplish under this project. The contract indicates $62,700.00 for the installation of automatic gates. This will be paid 90% by the Title II Funds and 10% by the PUC Grade Crossing Protection Account. The contract also calls for $5,245.00 for crossing work. This will be paid 90% by the Title II Funds and 10% by the County. Railroad protective costs are estimated to be $3,250.00. Railroad protective insurance will be required of the contractor.

It does not appear at this time that the railroad's involvement will cause any delay to this project.

Eddyville-Kline Mountain, Corvallis-Newport Highway, Lincoln County

We do not require a formal agreement with the Southern Pacific Transportation Company for this project. There is a railroad crossing at which we will remove the existing pavement and overlay through the crossing. The contractor will be required to have railroad protective insurance. Railroad protective costs should not be required inasmuch as the railroad will have crews on the project as they will be doing some track work in conjunction with our overlay.

I know of no reason at this time why the railroad's involvement should cause any problems with the letting of this cottract.

I certify to the best of my knowledge that the above statements are correct in regard to railroad negotiations of these projects.

RDT:mm

REFERRED TO
Board, Gloudemeyer, Cole, Sample, Larkin, Watson, Hagar, Dorn, Lau
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

cc: J. H. Versteeg
Jack Sullivan
D. E. Swan (3)
E. L. Johnsen

Versteeg, Anderson, Christensen, Olson, Sullivan Copy, Terpin, Trout, Wakerlig

RECEIVED
JUN 22 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

ROW 18-2

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 7, 1979

In Reply Refer to
File No.:

Craig Reiley
Administrator
Rail Rate and Service Division
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

SXF 1080
Crossing No. CK-697.00

Dear Craig:

In the Matter of the Investigation on the Commissioner's Own Motion into the need for safety improvements at the railroad-highway grade crossing of Lewisburg-Granger Road and the track and right-of-way of Southern Pacific Transportation Company's Toledo Branch at Granger, Benton County, Oregon.

I have reviewed the proposed final order for alterations at the subject grade crossing and have no objections to finalization of that order.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
J. L. Sollis

RECEIVED
STATE HWY ENG
JUN 8'79
REFER TO
FOR
Info. | Invest. | R/D | D/R | Sig. | Act. | File

Form 734-5122

AN EQUAL OPPORTUNITY EMPLOYER

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

May 22, 1979

James E. Blair
Director of Public Works
360 SW Avery
Corvallis, OR 97330

Dear Mr. Blair:

Enclosed are four copies of the construction-finance agreement for the NE Granger Avenue railroad crossing project.

Please review the agreement, and if satisfactory, present it to your County Commission for their consideration. If approved, have them sign the three bound copies at a regular Commission meeting and return them to this office. Retain the unbound copy for your information. A fully executed copy will be returned for your records.

Very truly yours,

ORIGINAL SIGNED BY
PHILLIP O. STEARNS

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/gl
enc.
cc: D. H. Moehring

PROJECT MANAGEMENT
TME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
MAY 22 1979
File: PM FA
TAA _____ LG OP

ROW 18-2

STATE OF OREGON
Railroad & Utilities
Highway Division — DEPT.
378-6511 — TELEPHONE

INTEROFFICE MEMO

TO: C. W. Head, Manager
Commission Services

DATE: May 4, 1979

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: Service Contract
Crossing No. CK-697.36
Lewisburg-Granger Road
Benton County
ODOT Agreement No. RR-962

RAILROAD COMPANIES
FILE No. 962

Attached is the State's fully executed counterpart of a Service Contract between the Southern Pacific Transportation Company and the Oregon Department of Transportation, Highway Division, calling for the installation of grade crossing protection devices at the grade crossing of Southern Pacific Transportation Company's Toledo Branch and Lewisburg-Granger Road, in Benton County, Oregon.

The cost of the installation of these grade crossing protection devices will be borne 90 percent by Title II Federal Highway funds with the remaining ten percent being borne by the State Grade Crossing Protection Account. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for monitoring the railroad's work under the terms of this Service Contract and approval of the final bill. The Accounting Section will be responsible for auditing the final bill. Section heads should thoroughly review the agreement to understand the responsibilities their section must bear under the terms of this agreement.

RDT/seb
Attachment
cc: G. L. Green w/copy agreement
C. T. Keasey w/copy agreement
J. L. Sollis
Dick Bladorn w/copy agreement
V. E. Skoog w/copy agreement
D. E. Swan w/2 copies agreement
C. O. Fredrickson w/2 copies agreement
Keats Oliver w/copy agreement

NOTED
C. W. HEAD

6/14/79
noted in agree. books
for

ROW 18-2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

March 26, 1979

Southern Pacific Transportation Company
One Market Street
San Francisco, CA 94105

Attention H. B. Berkshire

Service Contract
Crossing No. CK-697.36
Lewisburg-Granger Road
Benton County
ODOT Agreement No. RR-962

Dear Sir:

Enclosed are the duplicate counterparts of the Service Contract for the above-captioned grade crossing. These documents were approved and signed by the Right-of-Way Manager and are now being returned to you for final execution by your principals.

You are hereby authorized to proceed with the adjustment of your facilities as detailed in Exhibit "A" and shown on Drawing D-1797 as of November 27, 1978. Please contact my office at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to November 27, 1978, will be made subject to the provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work in the bill.

Yours truly,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
Enclosures
cc: Southern Pacific, Portland
bc: G. L. Green w/copy
C. W. Head
C. T. Keasey
J. L. Sollis
Dick Bladorn w/copy
D. E. Swan w/2 copies
C. O. Fredrickson w/2 copies

NOTED
C. W. HEAD

NOTE TO FREDRICKSON: Please have an Order for State Force Work prepared and submitted to L. E. George for this work. Return one copy of Exhibit A with SFO. This is Title II project RRO-000S(23). One copy of agreement to Resident Engineer. Please advise as to who Resident Engineer will be. RDT

Form 61-734 3123

FORM 81.734.3030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

April 5, 1979

Salem, Oregon

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: Lewisburg-Granger Road
Benton County

TO: Phil Stearns
Region Federal-Aid Specialist
Region II

We discussed the other day that a portion of the work the Railroad is to do at the subject location must be paid ten percent by the County. This is the work involved in the construction of the new crossing. It is estimated that this will cost $5,245 of which 90 percent can be paid from the Federal Title II funding.

This should be reflected in the agreement which you said you would have prepared. We should also collect this money from the County, and then we should pay the Railroad so that the Railroad and the County do not need to have a formal agreement.

REGION 2 ENGINEER
RECEIVED
APR 6 1979
RLE RRE RE RCE RME RTE RCE ULE GEO RBO ENV RPE

RDT/seb
cc: Mainor Holmes

PROJECT MANAGEMENT
PME CCE OE
FAE
APR 6 1979
TAA Holmes File: PM FA LG OP

Benton County Public Works Department

360 S.W. AVERY AVENUE

PHONE 757-6821 CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

April 4, 1979

Phil Stearns
Region II Federal Aid Engineer
2960 E. State Street
Salem, Oregon 97310

RE: 1. N.E. Granger (CR 14360) Railroad Crossing
2. North Albany Road Bridge Replacement

Dear Phil:

In accordance with our telephone conversation, Benton County will perform all construction engineering functions concerning the proposed railroad crossing project. Therefore, we request that the appropriate agreement forms be prepared and sent to this office. The additional work adjacent to this project will be contracted separately by the County and will not be a part of the crossing project.

Jim Blair requests your opinion and approval of using test pilings for the bridge replacement in lieu of a foundation investigation. The pilings could then be used as part of the new bridge construction and ideally help keep the costs down. If the State agrees with this procedure please inform us as soon as possible.

Phil authorized this question

Very truly yours,

Harold J. Marx
Operations Manager

HJM:lw

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon DOT, HWY DIV

PROJECT TITLE: Southern Pacific RR Xing at Granger Road BENTON

DATE: July 11, 1978

The state has reviewed your project and reached the following conclusions:

[ ] No significant conflict with the plans, policies or programs of state government have been identified ~~and/or~~.

[x] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTED H.S. COULTER

7-20-78 Copies to:
G. L. Green
~~H~~ S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
G. A. Potter
W. J. Hart
C. O. Fredrickson
Howard Johnson
Aeronautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

[ ]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

5-24-78
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 780[illegible] Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
DIV STATE LAN
JUNE 8 1978

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency [illegible] By [illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: _____ Due Date: JUL 7 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Hiway Environmental Section should coordinate protection of cultural resources with this office in this SPRR X'ing at Granger Road, Lewisburg-Granger County Road, Benton Co.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency _____ By David O Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7806 2 180 Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency _____ By Tony Greenley

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the County of Benton's comprehensive plan and efforts to update the plan (i.e. the Benton's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals #12 (Transportation).

and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

6/27/78
DB

(Z)

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

May 24, 1978

TO Executive Department
Federal Aid Coordination Unit

Oregon District 4 Council of Governments
#7 Wellsher Bldg.
Corvallis, OR 97330

RECEIVED
STATE HWY ENGR
JUN -5'78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 4
Section: SPRR X'ing at Granger Road
Highway: Lewisburg-Granger, County Road
County: Benton

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be June 24, 1978

NOTED
H.S.COULTER

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2: C. O. Fredrickson
District 4: H. C. Johnson
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45: Department of Transportation		46] DIVISION [79: Highway			
03	12] APPLICANT ADDRESS STREET [45: O'DOT Building		46] CITY [60: Salem		76] ZIP [80: 97310	
04	12] CONTACT PERSON [45: D. H. Moehring		46] AREA CODE [48: 503	49] PHONE [55: 378	56] EXTENSION [59: 6563	
01	12] PROJECT TITLE [71: SPRR X'ing at Granger Road					
11	12] PROJECT LOCATION—CITY: Lewisburg-Granger County Road	PROJECT LOCATION—COUNTY: Benton	PROJECT LOCATION SEC: T: R:			
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) 12] [71: The proposed project is to realign the southerly end of NE Granger Road to intersect					
06	12] [71: the Albany/Corvallis Highway at approximately milepoint 5.66, and the Toledo Branch					
07	12] [71: of the Southern Pacific Transportation Company Railroad at railroad milepoint 697.4+.					
08	12] [71: Highway traffic safety will be improved by the installation of railroad grade crossing					
09	12] [71: protection signals and improved site distance at the highway intersection.					
10	12] [71					

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	135,000	--	--	15,000	--	150,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No [ ] 30 Date: May 24, 1978	Yes [X] 31 No [ ] 32	Yes [ ] 33 No [X] 34	Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	June	24	1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 24, 1978

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RRC-0005(23)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 8, 1978

Section SPRR X'ing at Granger — Unit (if appl) _____

County Benton — City _____

Highway Lewisburg-Granger County Road — State Hwy. No. County Road #14360 #1102

Termini: M.P.(if appl) _____ — Length 0.19 mile

Region 2 — Construction Estimate $150,000
Program Amount

B. Purpose of Project:

The proposed project is to realign the southerly end of NE Granger Road to intersect the Albany/Corvallis Highway at approximately milepoint 5.66, and the Toledo Branch of the Southern Pacific Transportation Company Railroad at railroad milepoint 697.4+. Highway traffic safety will be improved by the installation of railroad grade crossing protection signals and improved site distance at the highway intersection.

C. Origin & History of Project:

The project is being advanced by administrative action of Benton County to minimize potential hazards at the existing RR crossings and highway intersections. A request for Federal Aid under Title II, Section 203, of the Highway Safety Act, and a request for an Authority for Survey have been forwarded for processing.

D. General Description of Project:

It is proposed to construct approximately 1,000 feet of county road to connect NE Granger Road to the Albany/Corvallis Highway at a point approximately 1,900 feet westerly of the existing intersection. The proposed section would provide two 12 foot travel lanes and have six foot gravel shoulders. Installation of railroad grade crossing protection devices would also be included in the proposal.

Alignment: New X — Existing _____ — Combined _____

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Proposed: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Traffic: Existing Facility: Existing ADT 500; Projected ADT 750; Yr. 2000

Existing Level of Service C or better

Proposed Facility: Projected ADT 500; Yr. 1980

Projected Level of Service C or better

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1
Yes, No

Acres 1.5± ; Type of Relocation Req. None ; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Borrow or waste disposal sites would not be required. Commercial sources are available to supply surfacing material.

Type of Structure(s):

None involved.

Brief Description of River or Stream and Type of Involvement, if any:

None involved.

Local City, County or COG priorities of project:

A Benton County priority for safety projects.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Only the build or no-build alternatives are being proposed. However, minor changes in location and design may be considered during the preliminary engineering study.

Other Descriptive Information or Comments:

Railroad grade crossings No. CK 697.0 and CK 697.7 would be eliminated and traffic directed to the proposed crossing to be constructed as part of the project. Existing roads leading to the present crossings would be left for local access.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain is the relatively flat terrace of the western Willamette Valley. Soils are generally the Willamette Silt Loams that form the broad valley terraces of the Willamette River drainage basin. Surface water runoff is slow and permeability is moderate. The erosion hazard is none to slight. Soils in this area are considered to have a high capability index and are suitable for raising a large variety of diversified crops.

Vegetation is generally confined to farm crops. However, a variable width linear strip of woodlands extends along the northerly side of the railroad track in the project area. The woodland overstory is dominated by old growth douglas fir and black cottonwood extending up to 80 feet in height. A rather dense midstory is composed of white oak, grandfirs, big leaf maples, seedling fruit trees and several other unidentified deciduous trees. The understory is uniformly low, extending up to approximately four feet, and consisting of poison oak, wildroses, wild blackberries, wild sweet peas, bracken fern, and other unidentified forbes and grasses.

2. Cultural:

The general area is open farm land extending out to the north and south from the Albany/Corvallis Highway and the paralleling railroad track. Farms tend to be quite large and farm homes widely scattered, fronting on the highway and adjoining county roads. Scattered commercial developments also front on the highway between the outskirts of Albany and Corvallis. In the immediate project area, a drive-in theater fronts on the highway directly opposite the proposed intersection of NE Granger Road. Average daily traffic on the highway is approximately 6000 vehicles of all types. Train traffic averages 10 through trains a day plus some switching activity.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Approximately 1 1/2 acres of farm land and 360 square feet of woodland would be converted to highway use. Approximately 1 acre of existing road could be returned to productive farm land.

2. Estimated Impact on Traffic Patterns:

Access to two farm homes, a farm experiment complex, and a soil conservation office would be modified.

Consequences--Air Quality, Noise, Safety, etc.:

The proposed project would not significantly change traffic volumes or speeds. Safety for traffic on the county road would be improved.

3. Estimated Impact on Land Use:

A net loss of possible prime farmland.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Game trails and/or paths extending through the woodland strip adjacent to the railroad would be interrupted by the county road alignment. There would be no significant loss of wildlife habitat.

Consequences:

The potential for road kill would be greater than for the existing alignment. However, this potential would be minimized by the reduced traffic speeds required by the mandatory stop at the highway intersection.

5. Expected Impact on Cultural and Scenic Resources:

Construction of the county road through the woodland strip would interrupt the continuity of the woodland and would have some impact on this scenic resource. A cultural resource survey will be required.

Consequences:

At the present time, the construction area is not visible from any home sites, and is only visible from the Albany/Corvallis Highway for a short distance on either side of the proposed intersection. The impacts of a new road through the woodlands would not be of major significance.

6. Preliminary Identification of Areas of Critical Concern:

Traffic safety at railroad crossing CK 697.0 and the adjacent highway intersection is the most critical concern at the present time.
Loss of possible prime farmland.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

It is not anticipated that the proposed project would change existing traffic volumes or average vehicles speeds. Consequently, the project is considered to be consistent with clean air implementation plans.

b. Noise Standards

No change in traffic volumes are anticipated as a result of the proposed realignment. A noise study report is required.

c. Water Quality Standards

No drainageways or water courses are affected by the project.

d. Area Land Use and Transportation Plans, and Zoning

Construction of farm to market roads is consistent with the area land use and transportation plans and is allowed in the local farm use zoning.

C. Recommended Type of Action and Documentation:

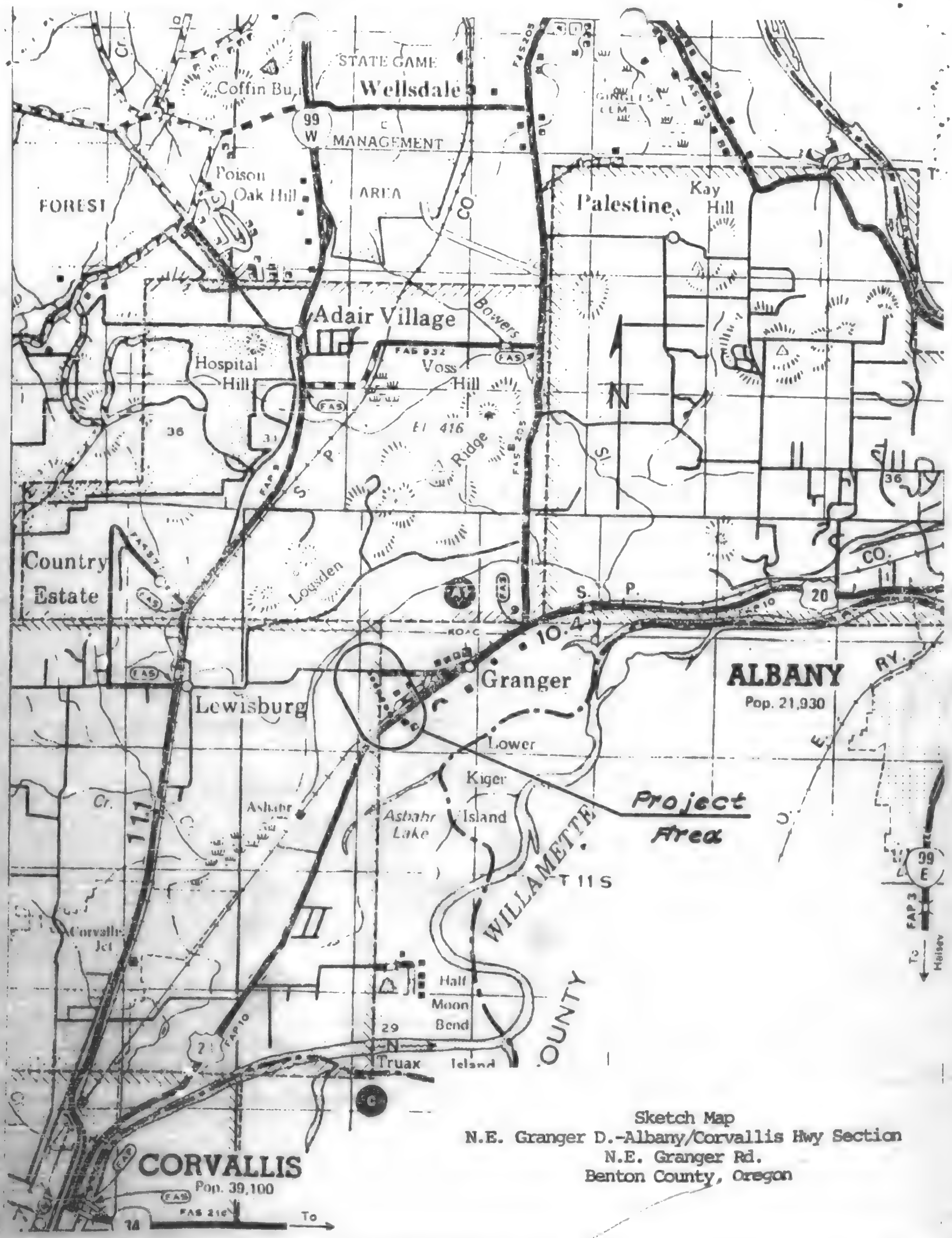
----------MAJOR ACTION---------- X ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	X ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2, paragraph 10(e), projects of this type are ordinarily considered to be non-major actions. The preliminary assessment of environmental impacts have not identified any significant impacts that would require the preparation of an environmental impact statement.

D. Recommended Project Category: ___ 1 ___ 2 X 3 ___ 4



Sketch Map
N.E. Granger D.-Albany/Corvallis Hwy Section
N.E. Granger Rd.
Benton County, Oregon

ROW 18-2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 17, 1977

Southern Pacific Trans. Co.
324 Union Station
Portland OR 97209

Authorization to Proceed
Title II Projects

ATTN: R. L. Johnston

Dear Sir:

The following grade crossings have been reviewed and recommended for improvement under the 1976 Federal Highway Act, Title II, Section 203. The proposals for upgrading these grade crossings have been reviewed and approved by the Federal Highway Administration for preliminary engineering. I would appreciate it if you would commence preparation of the necessary estimates, plans, etc. to provide full grade crossing protection for these crossings as you deem necessary.

As soon as this information is prepared, please have it forwarded to my office for preparation of the necessary servicescontracts.

Crossing No.	Road	Location
CK-697.00	Lewisburg Granger Rd.	Granger (Benton Co.)
CK-696.60	Independence Rd. 43	Granger (Benton Co.)
C-473.30	Mill St.	Grants Pass
C-718.30	Mill St. S.E.	Salem
C-640.20	Hampton Rd.	Goshen (Lane Co.)
CK-716.00	Wren Rd.	Wren
F-735.10	E. 8th St.	McMinnville
FD-741.68	Washington St.	Milwaukie
C-760.80	S.E. Lawnfield Rd.	Clackamas (Clackamas Co.)
C-444.20	Elk Rd.	Central Point
C-645.90	Riddle By-Pass Rd. 263	Riddle
CC-689.10	Williams St.	Lebanon

cc Parkin + Ted George
Mailing 8-23-77
EW

Form 81-734-3128

Since these projects are all on OFF Federal Aid System streets and roads, it will be necessary to get obligation funds by the Federal Highway Administration prior to October 1, 1977. It would be appreciated if you could furnish my office with a rough estimate of the cost of these projects as soon as is possible. We will then be in a position to request obligation of funding from the Federal Highway Administration. The PUC applications for these crossings will be prepared by the Oregon Department of Transportation and submitted by the Local Authority in Interest. It would be appreciated if you could furnish me with a reproducible drawing of these crossings for utilization in the service contracts and PUC applications.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:db
cc: Dave Astle, PUC

bc: E. S. Hunter
J. L. Sollis
J. B. Boyd
D. E. Swan
Don Harwell
E. L. Hardt
John Sheldrake
Alfred Shirley
Jon Rose
Phil Stearns
Glen Clark

RECEIVED
TECHNICAL SERVICES
AUG 18 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8-8-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RRO-000S(23)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70599-11

COUNTY NAME: Benton

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Aut

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 8-8-77

FEDERAL ROUTE NUMBER: Non Federal-aid

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

"SPRR X'ing #CK-697.00 at Lewisburg-Granger Rd. (Granger) Sect."

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including railroad preparatory work TEC not to exceed $750 FF- $675
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-2-77 I concur that time-saving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-8-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-055

1979 Sager Cr. Br. & Kale 9041
Cr. Culvert Sec. Nehalem Hwy.
(Grading, paving & structure)

9041

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

5-17-83 9041

REGION NO.	REPORT NO.	COUNTY	DIVISION
10		Clatsop	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
May 17, 1983	David J. Stitz		RS-133(7)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
October 23, 1980	January 3, 1983	98 %	352 CD
APPROVED EXTENSIONS	**LOCATION** Sager Creek Bridge & Kale Creek Culvert Section of the Nehalem Highway.		

RECEIVED
STATE HWY ENGR
JUN 7 '83
REFER TO
Reasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

of

1. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

a. Construction of highway roadbed, aggregate base and asphalt concrete pavement.
b. Construction of structural plate arch culvert.
c. Construction of Bridge No. 1707A over Sager Creek. Roadway width: 31.5 feet. Length: 100 feet.
d. Performance of such additional and incidental work as is called for by the specifications and plans.

2. CONTRACTOR'S NAME: Ross Brothers Construction, Inc.

3. CONTRACT AMOUNT: $619,523.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE (SHD OFFICIAL) T. Reasey

TITLE 5/17/83

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE T P Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Area Engr.	DATE 6/3/83	TITLE DATE 6/6/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9041 2-1-83 file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Const., Inc. No. 9041	Sager Cr. Br. & Kale Cr. Culvert Clatsop County	Jan. 3, 1983
Cascade Const. Co., Inc. No. 9062	NE Col. Blvd.-NE Weidler St. (Unit 1) Multnomah County	Jan. 3, 1983
COMCO Const. Ore. Ltd. dba Salem Road & Driveway Co. No. 9436	Church Road-Pac. Hwy. West Polk County	Jan. 4, 1983
J. C. Compton Co. No. 9241	Elgin-Minam River Road Union County	Jan. 4, 1983
C.W. McCallum Const. Co. No. 9347	Southbound On Ramp @ Beaverton/Hillsdale Hwy. Washington County	Jan. 4, 1983
The Kaspac Corp. dba Kaspac Industries No. 9382	Jackson County Pavement Marking Project Jackson County	Jan. 4, 1983
East County Electric Co., Inc. No. 9450	Pac. Hwy. W. @ 12th St. (McMinnville) Yamhill County	Jan. 4, 1983
Ajax Electric Co. No. 9430	Beaverton/Hillsdale Hwy. @ SW 107th Ave. Washington County	Jan. 4, 1983
Schoolhouse R Electric No. 9407	Col. River Hwy. @ W. Rainier Dike Rd. (Rainier) Columbia County	Jan. 5, 1983
A.K. Lundmark & Son,Inc. No. 9442	Rock Creek Bridges Washington County	Jan. 5, 1983
Hannan Bros. Const.,Inc. No. 9410	Westport Ferry Slip Clatsop County	Jan. 5, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co., Inc. No. 9208	SW Murray Blvd. @ SW Walker Rd. (Beaverton) Washington County	Jan. 6, 1983
Joseph Garfas dba Schoolhouse R Electric No. 9392	Rogue Valley Hwy. @ Valley View Rd. (Talent) Jackson County	Jan. 11, 1983
D Mc D Corp. No. 9377	LaGrande/Baker Hwy. @ Pierce Lane Union County	Jan. 12, 1983
F. Kelly Somers Const. Co. & F.L. Somers Co., Inc., J.V. No. 9303	NCL-Main St. (Rogue River) Jackson County	Jan. 18, 1983
Hamilton Electric, Inc. No. 9105	SW Macadam Ave.-SW Hamilton Court Multnomah County	Jan. 20, 1983
R. A. Hatch Co. No. 9227	Cedar Hills Blvd.-Sylvan Intchge. Washington & Multnomah Counties	Jan. 21, 1983
D & D Paving Co. No. 9319	35th Ave. Realign. @ Silverton Rd. Marion County	Jan. 21, 1983
Ross Bros. Const., Inc. No. 9441	UPRR & Frontage Rd. O'Xing. (The Dalles) Wasco County	Jan. 24, 1983
Eagle-Eisner, Inc. No. 9457	Oswego Hwy. @ Marylhurst College Entrance Clackamas County	Jan. 24, 1983
Fabricators, Inc. No. 9301	Davis Slough-Bullards Bridge Coos County	Jan. 25, 1983
Western Mixing Co. No. 9307	Painted Hills Rd.-Mitchell Wheeler County	Jan. 26, 1983
Swanston Equipment Co. No. 9384	Lane County Pavement Marking Project #5 Lane County	Jan. 27, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9460	Pac. Hwy. E. @ Grimm Road Marion County	Jan. 27, 1983
Hi-Land Const., Inc. No. 9518	Grass Butte Rock Production Crook County	Jan. 31, 1983
Morse Bros., Inc. No. 9458	Condon Rock Production Gilliam County	Jan. 31, 1983

February 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9041

January 10, 1983

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9041

Gentlemen or Ladies:

Contract No. 9041 awarded to Ross Bros. Construction, Inc., for work on the Sager Creek Bridge and Kale Creek Culvert Section of the Nehalem Highway in Clatsop County was completed on April 5, 1982, and accepted by the State Highway Division on January 3, 1983.

Final payment in the amount of $1,000 will be released to the contractor after January 17, 1983. The total contract amount is $624,726.33 and no work was performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Cormson
COMMISSION SERVICES

dc

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
C. O. Fredrickson

9041

L

FORM 81-724-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sager Creek Bridge and Kale Creek Culvert		WEEK ENDING: August 28, 1982
		SECTION PREFIX: 104-1033
HIGHWAY: Nehalem		COUNTY: Clatsop
NAME OF JOB: Sager Creek Bridge and Kale Creek Culvert	KIND OF WORK: Grading, Paving, Structures	
CONTRACTOR: Ross Bros. Construction, Inc.	CONTRACT NUMBER: 9041	FEDERAL AID PROJECT NUMBER: RS-133(7)
DATE OF CONTRACT: October 23, 1979	DATE WORK STARTED: November 28, 1979	ESTIMATED COMPLETION DATE: n/a
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: 360	CALENDAR DAYS USED: 352
	SPECIFIED COMPLETION DATE: n/a	PERCENT OF TIME ELAPSED: 98%
PROJECT AUTHORIZATION: $712,153.48		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $655,683.16	ENGINEERING AUTHORIZATION: $56,470.32	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $625,841.64	ENGINEERING COST TO DATE: $65,265.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%
ESTIMATED PERCENT OVERRUN/UNDERRUN: 5%	PERCENT OF AUTHORIZATION: 116%	DATE PROJECT WAS COMPLETED: October 23, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,100 CY	3,600 CY			2,100 Tons
TOTAL QUANTITIES CORRECTED TO DATE	8,266 CY	4,756 CY			2,146 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	8,266 CY	4,756 CY			2,146 Tons
AVERAGE DAILY QUANTITIES	192 CY	226 CY			215 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

	Sager	/Kale						
BRIDGE NO.	1707A	1709A						
PERCENT	100%	100%						

	WEATHER	~~WORK~~ Calendar DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	No personnel are going to project nor is work being performed there, so no weather is being kept.	0		Project was completed October 23, 1980.
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
AUG 31 1982
CONSTRUCTION SECTION

CE K CAT FOR QCS SCS EEO OM CA LS TC PE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
8-22-82 SUNDAY	Ross Bros. Construction Inc. has completed all work required on this job.
23 MONDAY	No work.
24 TUESDAY	No work.
25 WEDNESDAY	No work.
26 THURSDAY	No work.
27 FRIDAY	No work.
8-28-82 SATURDAY	No work.

REMARKS

STATUS: Ross Bros. Construction, Inc. has completed all work required on this job. No work this week. Third notification submitted, effective 4-5-82.
State Personel completed work on and submitted remainder of Semi-Final Estimate Data.

ANTICIPATED: Unless directed otherwise this will be the last field Engineer's Weekly Report submitted for this project.

SIGNED Ole L. Olson LOCATION 9250 N. E. Skidmore, Portland, Oregon
for: Arvey D. Nelson, project manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

9041 5593

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 28 1981
NORMA PAULUS
SECRETARY OF STATE

April 24, 1981

IN REPLY REFER TO
FILE NO.:
CON 5
#9041

John F. Cramer, Jr.
Attorney At Law
617 Corbett Building
Portland, OR 97204

RECEIVED
APR 28 1981
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Cramer:

This will acknowledge receipt of your letter of March 25 with attached Notice of Claim on behalf of C. G. Gredvig, Inc., subcontractor, indicating that Ross Bros. Construction, Inc., owes them for labor and material in the amount of $12,941.

The claim states this is in reference to the Ross Bros. Construction, Inc., Contract No. 9041 for work on Sager Creek Bridge and Kale Creek Culvert of the Nehalem Highway in Clatsop County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

NOTED 0...
5/14/81

jas
cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

Safeco Insurance Company
1500 S. W. First Avenue
Portland, OR 97201

RECEIVED
MAY 5 ...

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Jack Sollis

LAW OFFICES

CRAMER & CROMWELL

JOHN F. CRAMER, JR.
WILLIAM T. CROMWELL

617 CORBETT BUILDING
PORTLAND, OREGON 97204

AREA CODE 503
TELEPHONE 228-6316

March 25, 1981

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Contract No. 9041
Sager/Kale Creek Project

Gentlemen:

On behalf of our client, C. G. Gredvig, Inc., a subcontractor on the above designated job, we are enclosing herewith our claim in the amount of $12,941.00 against Ross Bros. Construction, Inc., general contractor on the job, and Ross Bros.' bonding company.

Very truly yours,

CRAMER & CROMWELL

JOHN F. CRAMER, JR.

JFC:hg
Enc.

cc: Ross Bros. Construction, Inc.
Safeco Insurance Company
C. G. Gredvig, Inc.

RECEIVED
MAR 30 1981
CONSTRUCTION BRANCH
Kelsay
Jackmond
Hopkins
Williams
Johnson
Glass
Widmer
Gebeyer
Church

RECEIVED
STATE HWY ENGR
MAR 27 '81
FOR

RECEIVED
DOT DIRECTOR
MAR 2 '81

N O T I C E

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Contract No. 9041
Sager/Kale Creek Project

Gentlemen:

NOTICE is hereby given that the undersigned, C. G. Gredvig, Inc., has a claim for furnishing rock, aggregate base, other materials, and labor in the sum of $12,941.00 against the bond taken from Ross Bros. Construction, Inc., and Safeco Insurance Company for work in connection with the Sager/Kale Creek Project, Contract No. 9041.

Dated this 25 day of March, 1981.

C. G. GREDVIG, INC.

By: C. G. Gredvig
C. G. Gredvig, President

cc: Safeco Insurance Company
Ross Bros. Construction, Inc.

10 41 STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 11-44	FEDERAL-AID PROJECT AGREEMENT 11-1-79	County: Clatsop
		Project No.: RS-133(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 202, 1.3 mi. W. of Columbia Co. Line W. 1.2 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-13-79	1.2
OTHER *(Specify)*		

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 710,507.00	$ 626,311.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

*For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 7 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, October 26, 1979

Federal-Aid Project
No. RS-133(7)

SAGER CREEK AND KALE CREEK BRIDGE SECTION
NEHALEM HIGHWAY
CLATSOP COUNTY

Project Agreement Estimate.

Type Code X081
Sager Creek Bridge No. 1707A (Sta. 325+00 to Sta. 337+50) (Str. Length 100')

Mobilization	(50%)	All Required		$ 30,000.00
Temporary Protection and Direction of Traffic	(30%)	All Required		1,380.00
Temporary Signs		239 sq.ft.	10.00	2,390.00
Temporary Barricades		16 each	150.00	2,400.00
Temporary Continuous Rail Traffic Barriers, Reflectorized		200 lin.ft.	8.00	1,600.00
Temporary Guardrail, Type 1A, Reflectorized		225 lin.ft.	12.00	2,700.00
Temporary Traffic Signal Installation		All Required		26,859.00
Temporary Plastic Safety Markers		9 each	116.00	1,044.00
Flagmen		250 hour	19.00	4,750.00
Clearing and Grubbing	(50%)	All Required		7,500.00
Removal of Structures and Obstructions	(50%)	All Required		2,500.00
Embankment in Place		2,500 cu.yd.	6.00	15,000.00
Toe Trench Excavation		80 cu.yd.	12.00	960.00
Trench Excavation		10 cu.yd.	10.00	100.00
Finishing Roadbed and Slopes	(50%)	All Required		5,000.00
Watering		60 M-gal.	13.00	780.00
Aggregate Base		1,400 cu.yd.	12.00	16,800.00
Class "B" Asphalt Concrete		1,050 ton	35.00	36,750.00
Asphalt Membrane		360 sq.yd.	25.00	9,000.00
12-inch Culvert Pipe		136 lin.ft.	16.00	2,176.00
Guardrail, Type 2A		450 lin.ft.	12.50	5,625.00
Guardrail Anchors, Type 1		4 each	400.00	1,600.00
Rail End Pieces, Type C		4 each	150.00	600.00
Rail End Pieces End Shoes		4 each	80.00	320.00
Extra for Asphalt Approaches		4 each	210.00	840.00
Loose Riprap, Class 100		350 cu.yd.	15.00	5,250.00
Delineators		8 each	25.00	200.00
Roadside Seeding and Mulching		0.5 acre	850.00	425.00
Bridge Removal Work		All Required		31,000.00
Structure Excavation		20 cu.yd.	19.00	380.00
Furnish Pile Driving Equipment		All Required		8,000.00
Furnish HP 10x42 Steel Piling		271 lin.ft.	18.00	4,878.00

Oregon State Highway Division
Salem, Oregon, October 26, 1979

Federal-Aid Project
No. RS-133(7)

Drive Steel Piles	271 lin.ft.	2.00	$ 542.00
Structural Concrete, Class 3300 (45 c.y.)	All Required		18,000.00
100'/105' Prestressed Box Beams	8 each	11,075.00	88,600.00
Reinforcement (5,700 lbs.)	All Required		5,000.00
Four Tube Steel Railing	242 lin.ft.	98.00	23,716.00
			$364,665.00

Type Code Y007
Kale Creek Culvert, Bridge No. 1709A (Sta. 388+00 to Sta. 397+37)

Mobilization	(50%) All Required		$ 30,000.00
Temporary Protection and Direction of Traffic	(70%) All Required		3,220.00
Temporary Signs	198 sq.ft.	10.00	1,980.00
Temporary Barricades	8 each	150.00	1,200.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	300 lin.ft.	8.00	2,400.00
Temporary Guardrail, Type 1, Reflectorized	400 lin.ft.	10.00	4,000.00
Temporary Delineators	7 each	20.00	140.00
Flagmen	750 hour	19.00	14,250.00
Temporary Illumination	All Required		11,420.00
Clearing and Grubbing	(50%) All Required		7,500.00
Removal of Structures and Obstructions	(50%) All Required		2,500.00
Embankment in Place	5,500 cu.yd.	6.00	33,000.00
Ditch Excavation	100 cu.yd.	15.00	1,500.00
Toe Trench Excavation	120 cu.yd.	12.00	1,440.00
Trench Excavation	320 cu.yd.	10.00	3,200.00
Finishing Roadbed and Slopes	(50%) All Required		5,000.00
Watering	110 M-gal.	13.00	1,430.00
Structure Excavation	42 cu.yd.	17.00	714.00
Aggregate Base	2,200 cu.yd.	12.00	26,400.00
Class "B" Asphalt Concrete	1,050 ton	35.00	36,750.00
13' x 6'-9" Structural Plate Arch	135 lin.ft.	170.00	22,950.00
Concrete in Footings	43 cu.yd.	310.00	13,330.00
12-inch Culvert Pipe	74 lin.ft.	16.00	1,184.00
Guardrail, Type 2A	600 lin.ft.	12.50	7,500.00
Guardrail, Type 3	100 lin.ft.	20.00	2,000.00
Guardrail Anchors, Type 1	4 each	400.00	1,600.00
Rail End Pieces, Type C	4 each	150.00	600.00
Type 1 Fence	1,230 lin.ft.	3.50	4,305.00
Extra for Asphalt Approaches	2 lin.ft.	210.00	420.00
Loose Riprap, Class 100	650 cu.yd.	15.00	9,750.00

Oregon State Highway Division
Salem, Oregon, October 26, 1979

Federal-Aid Project
No. RS-133(7)

Aggregate Slope Protection	100 cu.yd.	19.00	$ 1,900.00
Delineators	16 each	25.00	400.00
Roadside Seeding and Mulching	0.5 acre	850.00	425.00
			$254,408.00
			$619,073.00

Anticipated Items			
Slide Correction	All Required		$ 5,000.00
Permanent Pavement Striping	All Required		500.00
Temporary Pavement Striping	All Required		425.00
Temporary Erosion Control	All Required		1,000.00
			$ 6,925.00
	Subtotal		$625,998.00
	Engineering		84,509.00
	Total		$710,507.00

Length of Structure - - - 0.019 Mi.

Federal Funds (88.15%)	$626,311
State Funds	84,196
Total	$710,507

Group 1 - 100%
Contract No. 9041
Prefix: 104-1431
Prefix: 104-1033

Oregon State Highway Division
Salem, Oregon, October 26, 1979

Federal-Aid Project
No. RS-133(7)

SAGER CR. BR. AND KALE CR. BR. SECTION
Nonparticipating - State Work

Install Mailbox Posts	3 each	150.00	$ 450.00
State Responsibility for Damages	All Required		1,000.00

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9041 **LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.
-133(7)

STATE PROJECT NO.
See below

COUNTY NAME
Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
90272

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

10.2 orig

RECEIVED
STATE HWY ENGR
OCT 2'79
REFER TO
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FOR
Info. | Invest. | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	9-26-79	Secondary 133	Secondary 102

GENERAL LOCATION:
Sager Creek and Kale Creek Bridge Section

GENERAL DESCRIPTION OF WORK:
Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 9-20-79 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-26-79	G. K. Hansen	for Division Administrator

FORM PR-1268 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—731-016

9C41

102

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/18/79
Donald L Rout

October 18, 1979 Bid Letting _____ All Clear Deadline

SECTION Sager Creek & Kale Creek Bridges
Highway Nehalem Highway
County Clatsop Region 2
Type of Work Structure & Culvert Funds SBRP Comb
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment		X	X	X	X
Write-off Letter	X				
PERMITS:					
Division of State Lands		X	X	X	X
D.O.G.M.I.	X				
Corps of Engineers		X			
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study	X				

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-133(7)

STATE PROJECT NO. See below

COUNTY NAME Clatsop

PROGRAM NO.

ITEM NO.

PROGRAM STAGE (Check)

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENG.
JUL 17'79
REFER TO,
FOR
Info | Invest | R/D | O.S. | Sec | Ad | File

7-17 orig to (illegible)

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	7-13-79	Secondary 133	Secondary 102

GENERAL LOCATION:
Sager Creek and Kale Creek Bridge Section

GENERAL DESCRIPTION OF WORK:
One Structure and One Culvert

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) See below

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 12, 1979, letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $676,000 - Federal Funds $595,800, in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79	G. K. Hoover	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9041 — 102

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR

July 12, 1979

FILE:

FROM: C.J. Eshelman
Region 1/Geologist

TO: Fred Erickson
Design

SUBJECT: Embankment and class 100 riprap material source (Fishhawk Falls Quarry) for Sager Creek and Kale Creek bridges.

Fishhawk Falls Quarry is owned by Clatsop County and under a surface mining permit with the DOGMI.

This is a proppective source of granular embankment and class 100 riprap.

The contractor will be responsible for:

1. Development as specified in plans.
2. Silt control of granular embankment material during wet weather conditions.
3. Maintaining haul road in same condition.
4. Heavy equipment (dozers, cranes) will be waiked around haul road bridge.
5. Oversize material will be stockpiled where specified by engineer.
6. Material can be stockpiled in suitable areas within the Quarry, other than the County stockpile area.

The county is able to rip material in this source with a D-6 cat. The material in the area specified is harder but should be easily ripped with a larger ripper.

REFERRED TO
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Erikson Watson
Heger Dorn Lau
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BY FINAL DESIGN ENGINEER

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Anderson
Christensen
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Trout Copy
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RECEIVED
JUL 16 1979
ROAD DESIGN SECTION

Do Not File
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Action

DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES

P. O. Box 1028
Albany, Oregon 97321

Telephone (503) 926-5571, Ext. 277

Identification No. _____

Received: _____ By _____

SURFACE MINING DATA TO ACCOMPANY APPLICATION FOR OPERATION PERMIT OR GRANT OF EXEMPTION UNDER ORS 517.750-.990

Operator: Clatsop County Road Dept
Fishhawk Falls Quarry
County Court House
Astoria Ore 97103

Operator's phone: 325-7441

Landowner (If other than Operator):
Name Clatsop County Road Dept
Address Court House
Astoria ORE. 97103
Phone No. 325-7441

Identification of Site:

¼ Section	Section	Township	Range	County
S.W.	3	T6N	R7W	Clatsop
Distance in miles		Direction from		Nearest community
4½		NW'LY		Jewell

Type of Site: ☐ 1. Pit ☐ 2. Stockpile ☑ 4. Quarry ☐ 3. Plant ☐ 5. Prospect ☐ 6. Refuse disposal ☐ 7. Other

3. MINERAL DEPOSIT CHARACTERISTICS

Description:
Type of overburden Soil 800 x 200
Approximate maximum depth of overburden 1'
Approximate maximum depth of mine 200'
Primary mineral to be removed Rock
Total quantity of overburden (yards) 6000 yd
Total quantity of mineral (yards) 300,000 cu

Size:
Approximate acreage affected prior to 7-1-72 3¾
Approximate acreage affected 7-1-72 to date 0
Total acreage affected 3¾
Acreage affected and reclaimed prior to 7-1-72 _____
Acreage affected and reclaimed 7-1-72 to date _____
Acreage affected but not reclaimed prior to 7-1-72 3¾
Acreage affected but not reclaimed 7-1-72 to date _____

Volume:
Total cubic yards excavated 7-1-72 to date 15,000
During the ensuing permit year, what is the scheduled total cubic yards to be excavated? 10,000+

Site Use (acres currently affected by:)
Excavations 2+
Processing plant and stockpiles 0
Surface mine refuse disposal 1+
Plant refuse disposal (tailings pond) 0
Prospecting and exploration 0
Total 3¾

Status:
Date mining began 1956
Date mining will begin _____

For Exemptions

4. EXEMPTIONS (Either A or B must be checked, C is optional.)

4-A. Limited Exemption
☑ Operator is exempt from requirements for reclamation plan and bonding but not fees of the Mined Land Reclamation Act (ORS 517.750(11)) because: (check appropriate box)
☑ 1. The land was affected by surface mining before 7-1-72 (ORS 517.770 (1)).
☐ 2. A valid surface mining contract exists between the operator and the landowner dated prior to 1-1-71.
[redacted]
☐ 0. Other _____

4-B. Total Exemption
☐ Operator is exempt from requirements for reclamation plan, bonding, and all fees of the Mined Land Reclamation Act (ORS 517.750 (11)) because: (check appropriate box)
☐ 1. Valley dredging for metallic or industrial minerals (ORS 517.770 (2)).
☐ 2. All mining activity takes place between the banks of a stream. (The vegetation line defines the bank.)
☐ 3. Access road's borrow pit or quarry.
☐ 4. On-site construction.
☐ 5. The site is less than two acres.
☐ 6. A total of less than 10,000 cubic yards of mineral have been, or will be removed.
☐ 7. The site is inactive.
☐ 0. Other _____

4-C. Voluntary Submission Optional
☐ Even though entitled to exemptions as shown above, a reclamation plan is submitted voluntarily.

Note: If any part of section 4-A or 4-B above has been checked, it is not necessary to complete sections 5 and 6 on the reverse of this form. The above data are for statistical purposes only and the confidentiality of individual data will be protected.

I certify that the information contained in this report is true and correct to the best of my knowledge and belief:

_____
(Signature of applicant)

Title Roadmaster Date _____

SMLR-1

(OVER)

3041

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division -

DATE: June 29, 1979

In reply refer to: HPD.3-OR

SUBJECT: Oregon Project BRS-133(-)
Kale Creek Bridge - #1709A

FROM: G. L. Green, Division Administrator

TO: Mr. H. S. Coulter, State Highway Engineer

Preliminary plans submitted with Mr. Hart's April 23, 1979, letter are approved.

We believe the culvert/detour plan will function satisfactorily. We do request that you take steps to reduce the amount of additional fill needed for the detour. We also suggest that after the final roadway fill is in service that the detour be obliterated and the fill be regraded into a uniform slope across where the detour was.

for G. L. Green

cc:
OSHD(W J Hart)
OSHD(E S Hunter)

RECEIVED
STATE HWY ENGR
JUL 2 - '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 23, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P O Box 300
Salem OR 97308

NOTED
E. S. HUNTER

Kale Creek Arch Culvert
Nehalem Highway
Clatsop County
Bridge 1709A

Enclosed are two copies of drawings 34389, preliminary plan and elevation, and 33454, vicinity map. Also enclosed are two copies of the Foundation Report with the Hydraulic Report in the Appendix.

The alignment of the new roadway will be the same as the existing. The roadway width is 32 feet which provides for two 12-foot lanes with 4-foot shoulders and is adequate for this highway which has a design ADT of 340. The grade line is somewhat lower than the existing to improve the vertical alignment of the highway.

A 13'-0" x 6'-9" structural plate arch is proposed for this site. It is more economical to extend the plate arch and leave the detour embankment in place than putting in a temporary pipe under the detour, shoring the end of a shorter arch, and removing the detour embankment material.

The hydraulic report suggested a 9-foot diameter structure plate pipe. The proposed structural plate arch will provide an adequate waterway opening and satisfy a request from the Oregon Department of Fish and Wildlife that an arch-type culvert should be used, if possible. The estimated cost of the structural plate arch, including an allowance for engineering and contingencies, is $157,000. The estimate for a 9-foot diameter structural plate pipe is $162,000, and a bridge $170,000.

This is being sent to you as a preliminary submittal for your approval.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

L. L. Wallace
Asst. Bridge Engineer

RECEIVED
TECHNICAL SERVICES
APR 24 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Ltr | Ltr | File

Enclosures

cc E. S. Hunter
D. H. Moehring
R. N. Bothman /w/ 2 sets prints
E. L. Hardt /w/ 1 set prints
Gary Potter /w/ 1 set prints

Form 734-3122 (Rev. 7-7

9041

102

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. O. Christensen
Final Design Engineer

DATE: June 19, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Temporary Traffic Signal
Sager Creek Bridge Replacement
[redacted] Highway
Clatsop County

We have reviewed the proposed use of a temporary traffic signal to control one-way traffic during replacement of the Sager Creek Bridge. Since there is good sight distance on both approaches to the structure and a low ADT on the highway, we feel that a temporary signal would adequately control the one-way traffic.

L. E. George
Traffic Engineer

JII:ds

Versteeg
Anderson
1 Christensen
Olson
Sullivan
Terpin
Trout
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RECEIVED
JUN 20 1979
ROAD DESIGN SECTION

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REFERRED TO
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1 Eriksen JE Watson
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BY FINAL DESIGN ENGINEER

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project BRS 133 (-)
Sager Creek Bridge No. 1707A
Clatsop County

DATE: June 13, 1979

In reply refer to: HBR-OR

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
OSHD

ATTN: W. J. Hart, Structures

In accordance with Mr. Hart's March 28, 1979, transmittal letter, we approve the preliminary plans for the Sager Creek Structure.

for G. L. Green

RECEIVED
TECHNICAL SERVICES
JUN 14 '79
REFER TO
FOR

Info	Instr	R/D	D/R	Sign	Act	File

cy - Hart
Meehring
Potter
Bathman
Handt
6-21-79

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 28, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Sager Creek Bridge
Nehalem Highway
Clatsop County
Bridge 1707A

Enclosed are two copies of drawings 34127, preliminary plan and elevation, and 33453, vicinity map. Also enclosed are two copies of the Foundation Report with the hydraulic report in the Appendix.

The alignment has been shifted slightly to the north which improves the alignment and also allows the existing bridge to be used for a one-way detour while the new bridge is built with stage construction. The 32-foot roadway, which provides two 12-foot lanes with 4-foot shoulders, is adequate for this highway which has a design ADT of 340. The grade line is the same as the existing. The length was established to span Sager Creek without filling into the creek bed.

A single-span, prestressed box beam superstructure, supported by abutments on pile with short wingwalls, is proposed for this site. The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is $220,000.

A 16-foot structural plate pipe 170-feet long was studied and had an estimated cost of $230,000.

This is being sent to you as a preliminary submittal for your approval.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Asst. Bridge Engineer

Enclosures

cc E. S. Hunter
D. M. Moehring
R. N. Bothman /w/ 2 sets prints
E. L. Hardt /w/ 1 sets prints
Gary Potter /w/ 1 set prints

RECEIVED
TECHNICAL SERVICES
MAR 28 '79
REFER TO
FOR

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-133(6)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Clatsop

ITEM NO.
90209

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 17 '79
REFER TO:
FOR

Info	Issues	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	May 15, 1979	Secondary 133	Secondary 102

GENERAL LOCATION:

Kale Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of May 8, 1979 you are authorized to proceed with all phases of right of way acquisition for files 50553, 50554 and 50555 as shown on right of way map 6B-26-9 at a total estimated cost of $6,500 with federal participation limited to $5,726.

Federal participation is limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-15-79		for Division Administrator

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-918

9041

102

HIGHWAY DIVISION 378-6558

J. B. Boyd, Manager
Right of Way

April 18, 1979

J. H. Versteeg
Road Design Engineer

Kalo Creek Bridge Section
[redacted] Highway
Clatsop County
Files 50553, 50554, & 50555

Attached are descriptions of three files (five parcels), prints, and an authorization for subject project. Project scheduled for October 18, 1979.

SIGNED BY
By: W. H. WAKERLIG

W. H. Wakerlig
R/W Description Engineer

WHW:ej
Attachments

7041

DATE: March 30, 1979

TO: OREGON TRANSPORTATION COMMISSION

ORIGINAL SIGNED BY H. S. COULTER

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Special Bridge Replacement Projects (19)

On the Consent Calendar for the April 17 meeting will be a request to approve 19 Special Bridge Replacement projects. These projects are not on the Six-Year Program.

The 1978 Federal-Aid Highway Act provided additional Special Bridge Replacement funds and the attached list of 19 bridge projects have been identified as needing reconstruction with these additional funds. The 19 bridge projects are estimated to cost $11,000,000 with Federal participation of $8,800,000 and State matching funds of $2,200,000.

These projects have been investigated and are eligible for funding under the Special Bridge Replacement Program. I recommend your approval of the projects and request authorization to sign the project agreements for and on your behalf.

RU:dmc
Attachment

bc: F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
C. T. Keasey
D. H. Hoehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
E. L. Hardt
C. O. Fredrickson
A. Shirley
Dale Allen
W. E. Schwartz
George Bell

PROPOSED SPECIAL BRIDGE REPLACEMENT PROJECTS

Section & Highway	Hwy. No.	County	Cost
FY 1979			
N. & S. Fork Coyote Cr. (Gellespie Corners) Territorial Hwy.	200	Lane	$ 270,000
FY 1980			
Hood River (Hood River) Bridge Mt. Hood Hwy. ORE 35	26	Hood River	1,600,000
Suicide Creek Bridge Coos Bay-Roseburg Hwy. ORE 42	35	Douglas	100,000
Kale Creek Bridge Nehalem Hwy. ORE 202	102	Clatsop	250,000
Bear Creek Overflow Bridge Coquille-Bandon Hwy. ORE 425	244	Coos	250,000
FY 1981			
UPRR & Frontage Rd. Overcrossing (The Dalles) The Dalles-California Hwy. US 197	4	Wasco	750,000
Klamath Straits Bridge The Dalles-California Hwy. US 97	4	Klamath	400,000
Juniper Canyon Bridge John Day Hwy. ORE 19	5	Gilliam	100,000
S. Santiam Bridge Santiam Hwy. US 20	16	Linn	650,000
Jenny Creek Bridge Green Springs Hwy. ORE 66	21	Jackson	200,000
Ash Creek Bridge Independence Hwy.	193	Polk	400,000
USRS Canal "J" Bridge Hatfield Hwy.	426	Klamath	250,000
Williamson River Bridge Modoc Point Hwy.	427	Klamath	500,000
FY 1982			
Nehalem River Bridge Oregon Coast Hwy. US 101	9	Tillamook	4,000,000
Shields Creek Bridge Coos Bay-Roseburg Hwy. ORE 42	35	Douglas	200,000
Palmer Creek Bridge Salem-Dayton Hwy. ORE 221	150	Yamhill	500,000

PROPOSED SPECIAL BRIDGE REPLACEMENT PROJECTS

Section & Highway	Hwy. No.	County	Cost
FY 1983			
Holmes Creek Bridge Coos Bay-Roseburg Hwy. ORE 42	35	Douglas	$ 150,000
FY 1984			
Courtney Creek Bridge Halsey-Sweet Home Hwy. ORE 228	212	Linn	130,000
Pony Creek Bridge Cape Arago Hwy.	240	Coos	300,000
		TOTAL	$11,000,000

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-133(4)

STATE PROJECT NO. See below

COUNTY NAME Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90034

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	11-17-78	Secondary 133	Secondary 102

GENERAL LOCATION:
Sager Creek Bridge Section

GENERAL DESCRIPTION OF WORK:
Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)

TEC NTE $3,750 - F.F. $3,210
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-9-78, you are authorized to proceed with all phases of right of way acquisition.

Federal participation is limited to that right of way actually incorporated in the final location.

NOTED
F. B. KLABOE 11-27

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-17-78	G. L. Green	for Division Administrator

Form PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

10411

102

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 10, 1978

FROM: Stephen H. Macnab
Assistant Hydraulics Engineer

TO: F I L E

SUBJECT: Hydraulics Report
Kale Creek Bridge,
Sager Creek Bridge and
Nehalem River Overflow Bridge
Nehalem Highway
December 1977

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JAN 12 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up / /
Action

It is proposed that three structures on the Nehalem Highway be replaced. Sager Creek Bridge (MP 36.75), Kale Creek Bridge (MP 37.88) and Nehalem River Overflow Bridge (MP 37.98) are all creosoted pile trestles built in 1932. Sager Creek Bridge is 122 feet long, Kale Creek Bridge is 171 feet long, and Nehalem River Overflow Bridge is 38 feet long.

Purpose of this study is to investigate both the hydrologic and hydraulic design of alternate structures which could be used to replace the existing bridges. It is not within the scope of this study to select the best alternate to be used since that decision must also consider the cost and geometrics of the crossing.

Hydrology

Sager Creek and Kale Creek are small southerly tributaries of the Nehalem River located upstream from Jewel near Vesper School. Sager Creek has a drainage area of approximately 4.4 square miles and Kale Creek has a drainage area of about 1.3 square miles. Average stream gradients at the bridge sites for Sager Creek and Kale Creek are 0.975 percent and 0.925 percent respectively.

Regional analyses of stream gage data indicate that the following peak flows could be expected for the corresponding recurrence frequency:

TABLE 1

% Chance of Exceedence	Recurrence Frequency	Peak Discharge Sager Creek	Kale Creek
10	10 years	590 cfs	175 cfs
4	25 years	740 cfs	230 cfs
2	50 years	850 cfs	260 cfs
1	100 years	960 cfs	305 cfs

The Corps of Engineers has conducted an extensive hydrological/ hydraulic study of the Nehalem River at Vesper School. Their study suggests the following peak flows on the Nehalem River for the corresponding recurrence frequencies:

TABLE 2

% Chance of Exceedence	Recurrence Frequency	Peak Discharge
10	10 years	22,500 cfs
4	25 years	26,500 cfs
2	50 years	29,300 cfs
1	100 years	32,000 cfs
0.2	500 years	40,400 cfs

As part of their study, the Corps generated runoff hydrographs on their computer for the Nehalem River at Vesper School for three recent historical floods--January 25, 1964, January 11, 1972 and January 21, 1972. Flood hydrographs for Sager Creek and Kale Creek were generated by the Hydraulics Unit for these three floods using available runoff and precipitation data. Listed below are the resulting peak flows. The entire flood hydrographs are shown in Figures 1, 2 and 3.

TABLE 3

	Kale Creek	Sager Creek	Nehalem River	Frequency on Nehalem
January 24, 1964	233 cfs	773 cfs	26,000 cfs	22
January 11, 1972	417 cfs	1,394 cfs	22,000 cfs	9
January 21, 1972	281 cfs	908 cfs	30,000 cfs	56

Both stream crossings are located in the Nehalem River flood plain and are subject to the backwater influence of the Nehalem River. During a 100-year flood, river stages would be sufficiently high to just submerge the low points on the decks of each structure. In addition, the highway east of Kale Creek would be inundated by about two feet.

Figure 4 is a copy of the Corps of Engineers' flood profile for the 500-year and 100-year floods with the 10-year, 7-year and 4-year profiles superimposed. The three lower frequency profiles were developed by the Hydraulics Unit using the Corps of Engineers' computer data deck for the subject reach. These profiles were necessary to determine river stages during the rising and falling portions of the flood hydrographs.

Flood Hydrographs

Inspection of the flood hydrographs (Figures 1, 2 and 3), generated for the three historic events listed earlier, will point up some general trends about the response of Sager Creek, Kale Creek and the Nehalem River to heavy precipitation. First, Sager Creek and Kale Creek respond quickly to heavy precipitation, both having "concentration times" of about one hour or less. Second, these small tributaries peak between nine and 15 hours before the Nehalem River peaks. Third, when the Nehalem River does peak, flows on Sager Creek and Kale Creek, generally, are low, in the order of 10 to 25 cfs.

Design Hydrographs

Normally, flood hydrographs are not considered in the hydraulic design. However, in this case hydrographs are needed to estimate what the Nehalem River stage is when the tributary streams peak since this stage will influence the hydraulic capacity of any replacement structure. Since conditions could vary widely between flood events, the worst combination of hydrograph conditions for the tributaries and Nehalem River were assumed for the hydrologic design flood.

TABLE 4
Design Flood Conditions

	Sager Creek	Kale Creek
1) Peak Flow Rate	1,394 cfs	417 cfs
2) Stage on Nehalem River when tributary peaks	489.3 feet	497.0 feet

Sager Creek Crossing

Two general alternates were investigated--bridges and structural plate culverts. Most bridge openings would be acceptable because of the abnormal stage created by the Nehalem River. The shortest suggested bridge is one that would not allow the embankment slopes to encroach on the creek bed. Using 1-1/2:1 embankment slopes and a 10-foot channel bottom, a 100+-foot bridge would be needed. When Sager Creek peaks, the following design data would be applicable to this bridge opening:

TABLE 5

Design Water Elevation	489.3
Discharge	1,394 cfs
Waterway Area	1,047 ft^2
Average Velocity	1.3 fps
Backwater	Negligible

A large structural plate culvert is also a viable alternate since several feet of "head" are available; however, it will operate submerged. Many culvert sizes were studied; however, it is felt that a 16-foot-diameter structural plate pipe best fits the site conditions. It is the largest pipe which can be placed in the channel between the existing pile bents. When Sager Creek peaks, the following design data would be applicable to a 16-foot structural plate pipe:

TABLE 6

Design Discharge	1,394 cfs
Tail Water Elevation	489.3 ft
Head Water Elevation	490.8 ft
Head	1.5 ft
Outlet Velocity	8.1 fps

For both alternates, the river would eventually peak at an elevation of 497.1 feet during the 100-year flood. Flow in Sager Creek at this time generally would be less than 25 cfs.

Figure 5 is a drawing showing a preliminary layout of the culvert and bridge proposals. A culvert alternate would require several special features: (1) If mitered end slopes are used, a reinforced concrete collar is needed to stiffen the unsupported ends. (2) Class 100 riprap should be placed on the embankment slopes around the pipe to prevent erosion from the turbulence created by the high flow velocities at both the inlet and outlet. (3) The pipe should be countersunk one foot to provide a more natural bottom for fish passage and habitat. (4) A single baffle should be built at the downstream end of the pipe as shown on the attached drawing. This will provide low flow velocities (less than 3 fps) which will enhance fish passage during freshet periods.

Kale Creek Crossing

Two alternates were investigated, also, for this crossing--a bridge and structural plate pipe. The shortest suggested bridge would be

one that does not allow the embankment slopes to encroach on the natural stream bed. Using an 18-foot bottom and 1-1/2:1 embankment slopes, the minimum bridge length would be about 80 feet. During a design flood on Kale Creek, the following hydraulic data would be applicable:

TABLE 7

Highwater Elevation	497.00
Design Discharge	417 cfs
Waterway Area	460 sq ft
Average Velocity	0.90 fps
Backwater	Negligible

A structural plate pipe is also a viable alternate for this crossing; however, it will operate submerged. Several sizes were studied and a 9-foot-diameter outlet selected as the best one to fit the design conditions. During a design flood on Kale Creek the following hydraulic data would be applicable:

TABLE 8

Design Discharge	417 cfs
Tailwater Elevation	497.0 ft
Headwater Elevation	498.7 ft
Head	1.7 ft
Outlet Velocity	7.7 fps

When the Nehalem River peaks at the 100-year flood level of 504.8 feet (same for both alternates), the flow rate in Kale Creek generally is less than 25 cfs.

Figure 6 shows a preliminary layout of the bridge and culvert alternates. Special features for the culvert design are the same as outlined for the Sager Creek culvert.

Realignment of the highway will require a short downstream channel change for either alternate. It should be approximately the same size and shape, if possible, as the existing channel.

Nehalem River Overflow Bridge

Realignment of the highway from Kale Creek east will require that the present 38-foot overflow bridge be replaced. This structure is located over an existing swale which allows the low area south of

the highway to drain. When the Nehalem River overflows the highway, it fills this area and the overflow structure provides the only opening through which the impounded water can escape.

Figure 7 is a graph showing the water level behind the highway embankment versus time for the existing bridge and two pipe alternates. It is felt that the replacement structure should provide about the same evacuation rate as the existing structure. Water should not be allowed to pond for an excessively longer period of time. For this reason, it is suggested that the replacement structure be either a bridge or a minimum of two 72" x 44" ATCMP (or their equivalent). If pipes are used, a debris rack should be used to keep the pipes clear of river-born floating debris.

Fish Passage

Jim Lauman, Department of Fish and Wildlife, was contacted about the need to provide fish passage on Sager Creek and Kale Creek. He indicated that it was necessary. He felt that large culverts with passage considerations similar to those already outlined would be acceptable.

SHM:jp

cc F.E. Terpin
D.O. Christensen
W.J. Hart
Gary Potter
Robert Ewen

FIGURE 1

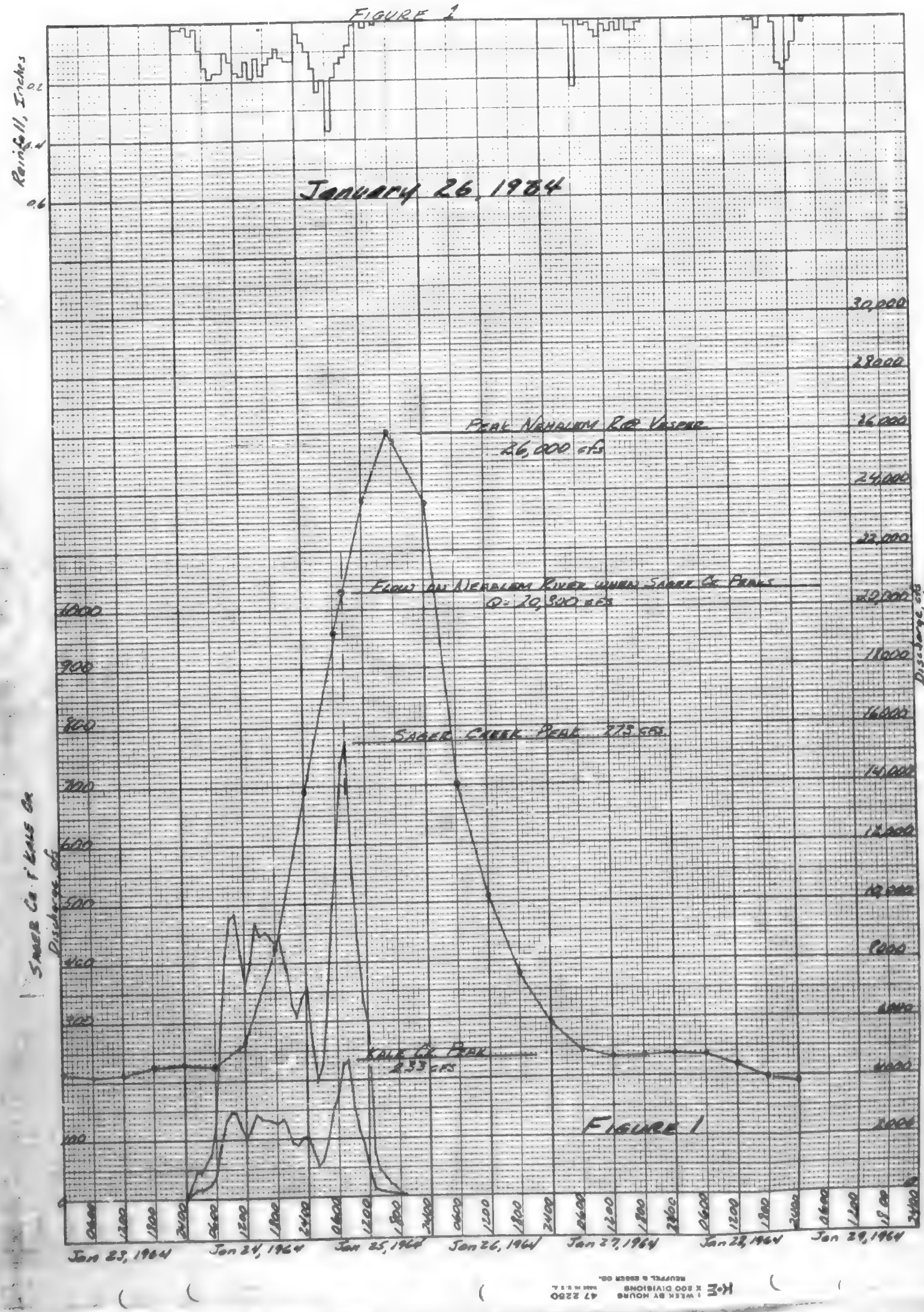


FIGURE 1

K&E 1 WEEK BY HOURS 47 2280
X 200 DIVISIONS MADE IN U.S.A.
KEUFFEL & ESSER CO.

FIGURE 2.

January 11, 1972

Rainfall Excess, in

Discharge for Saiger Cr. & Kale Creek

Saiger Creek Peak 1394 c.f.s.

Peak Wehadkee R. @ Vernon 22,000

Flow Rate on Nehadkee R. when Saiger Cr. & Kale Cr. Peak 18,700 cfs

Kale Creek 417 cfs

0 0.2 0.4 0.6

1400 1300 1200 1100 1000 900 800 700 600 500 400 300 200 100 0

34,000 32,000 30,000 28,000 26,000 24,000 22,000 20,000 18,000 16,000 14,000 12,000 10,000 8,000 6,000 4,000 2,000

0 6hrs 12hrs 18hrs 24hrs 6hrs 12hrs 18hrs 24hrs 6hrs 12hrs 18hrs 24hrs 6hrs 12hrs 18hrs 24hrs 6hrs 12hrs 18hrs 24hrs 6hrs 12hrs 18hrs 24hrs 6hrs 12hrs 18hrs 24hrs

Jan 9, 1972 Jan 10, 1972 Jan 11, 1972 Jan 12, 1972 Jan 13, 1972 Jan 14, 1972 Jan 15, 1972

FIGURE 2.

DISCHARGE HEHADKEE R. AT VERNON, ALA.

3.14 MILS

KEUFFEL & ESSER CO.
1 WEEK BY HOURS
X 200 DIVISIONS
MADE IN U.S.A.
47 2250

FIGURE 3

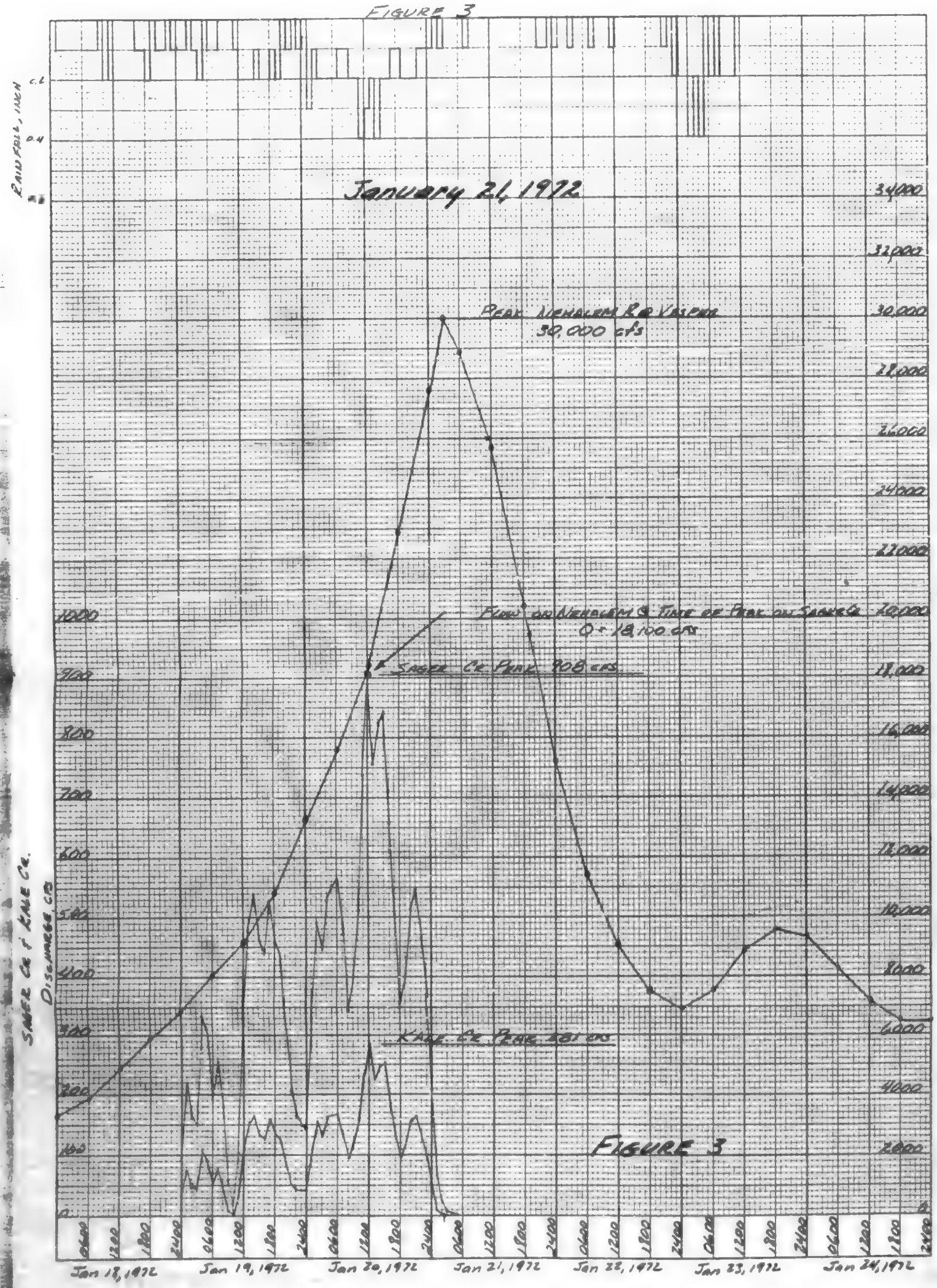


FIGURE 3

KEUFFEL & ESSER CO.
1 WEEK BY HOURS 47 2280
X 200 DIVISIONS MADE IN U.S.A.

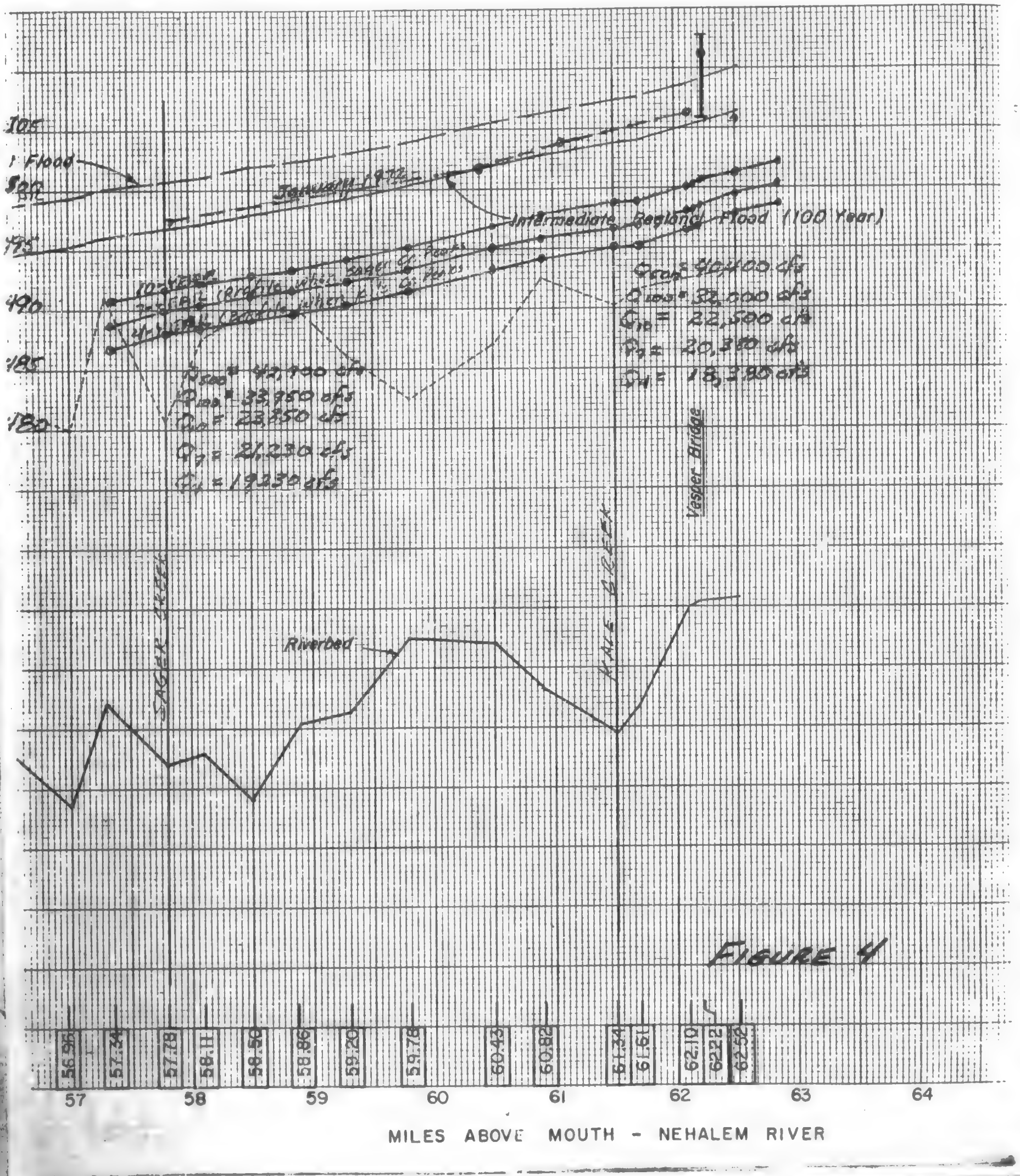
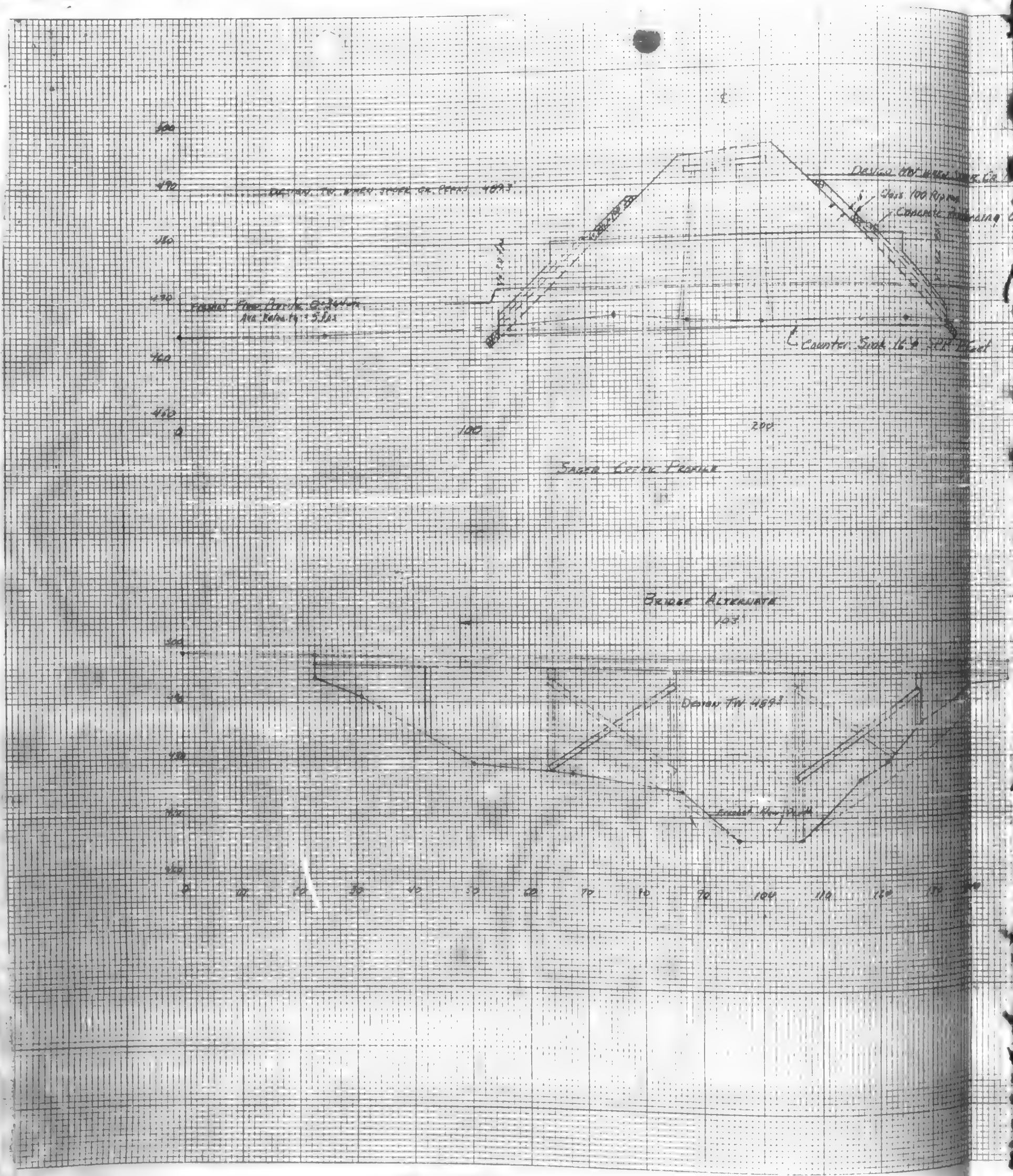

Flood
Intermediate Regional Flood (100 Year)
Vesper Bridge
RiverBed
SAGER CREEK
MILES ABOVE MOUTH - NEHALEM RIVER
56.96
57.34
57.78
58.11
58.50
58.86
59.20
59.78
60.43
60.82
61.34
61.61
62.10
62.22
62.52
57
58
59
60
61
62
63
64

FIGURE 4



K•E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO.
PRINTED IN U.S.A.

Design the weir Sluice Gate

Class 100 Rip rap

Concrete Retaining Collar

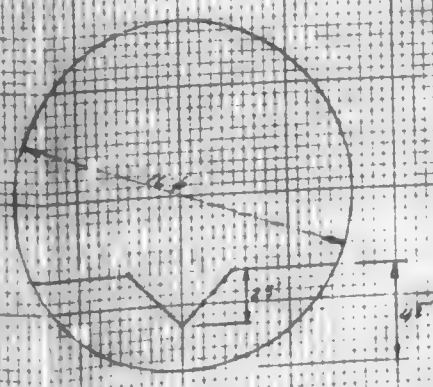
Sluice Gate 5'0" x 5'0" Feet

Ave Slope 2.22%

300

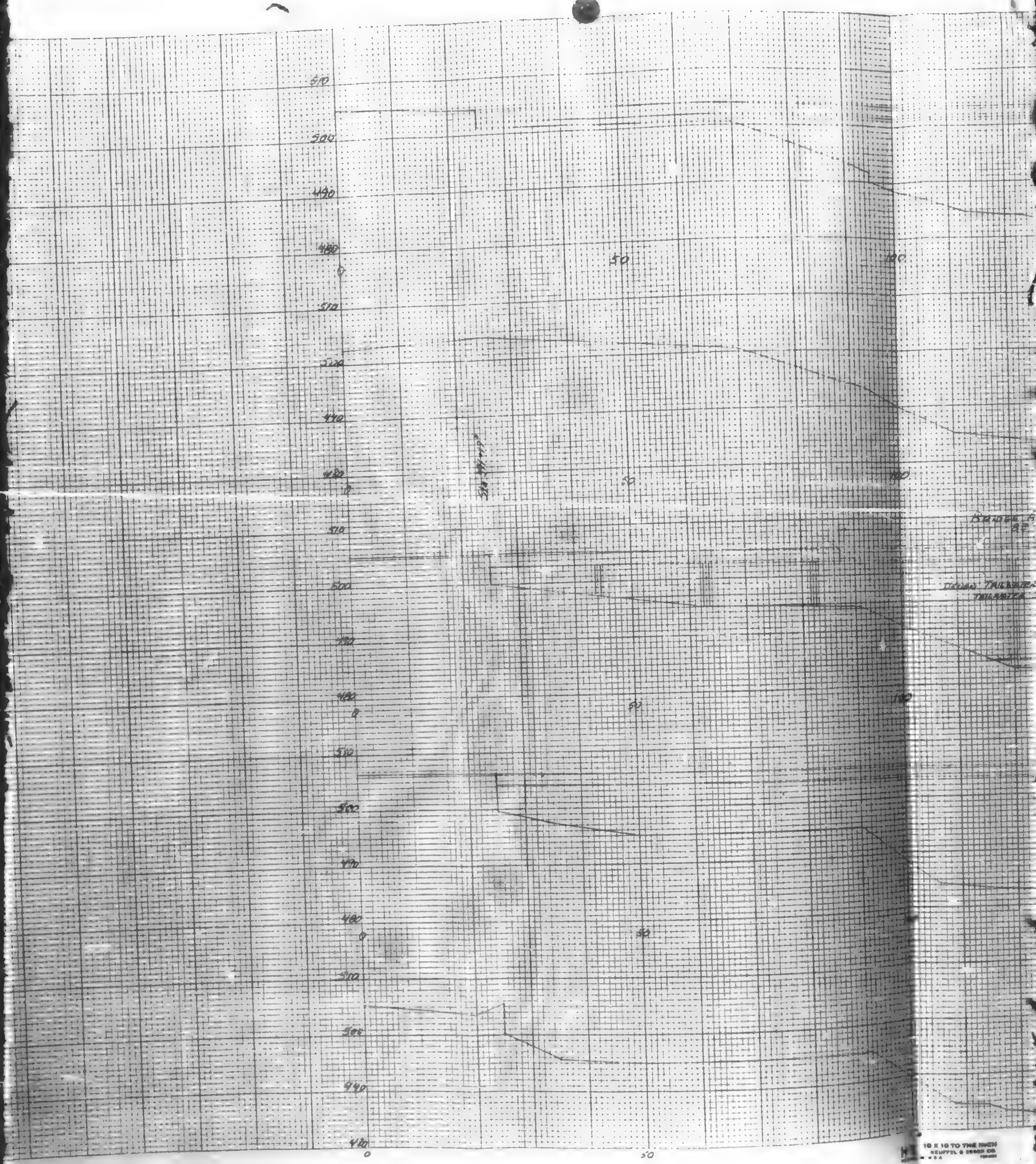
400

120 140 160 180



Fish weir Detail

Scale 1"=1'


500
400
300
200
100
0
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150
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250
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350
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650
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750
800
850
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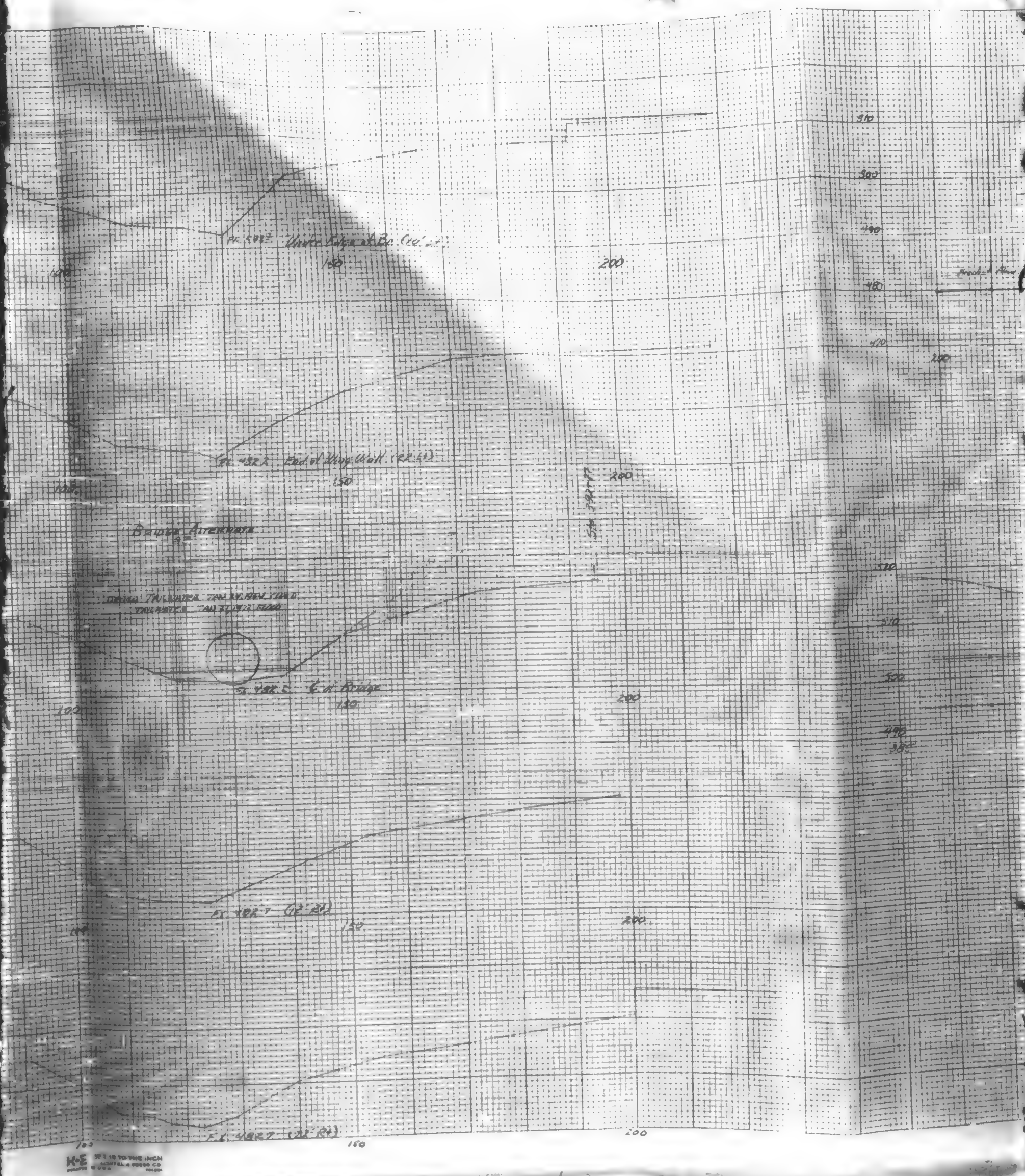
950
1000


Ft. 502 Upper Edge of Bar (Ft. 4)
150
200
Ft. 492.2 Bed of Upper Wall (12.4)
150
200
Bridge Abutment
Ft. 488.5 E of Bridge
150
200
Ft. 482.7 (12' Rt)
150
200
Ft. 482.7 (12' Rt)
150
200
K&E

Existing Bridge

Design Flood Elev. 6.5

Design Flood Elev. 11.5

Concrete Collar

Streambed Profile

Design Flood

Scale 1"=10'

Design Flood

510

500

490

480

470

200

100

0

100

520

510

500

490

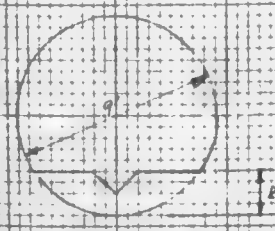
385

390

395

400

K-E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO.
PRINTED IN U.S.A.



Fish Weir Detail
Scale: 1" = 5'

100

200

520

510

500

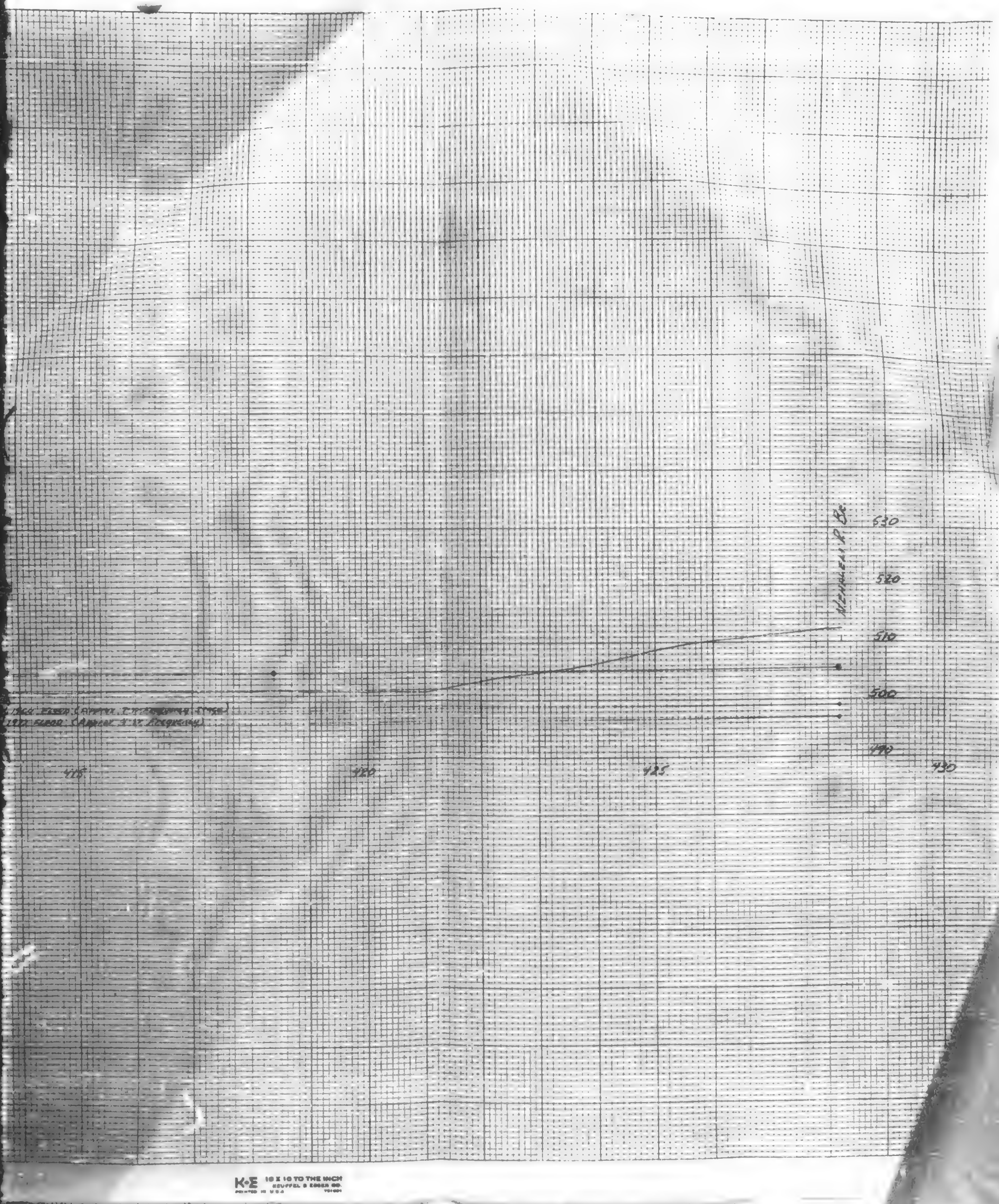
490

480

470

460

Hour of Peakflow



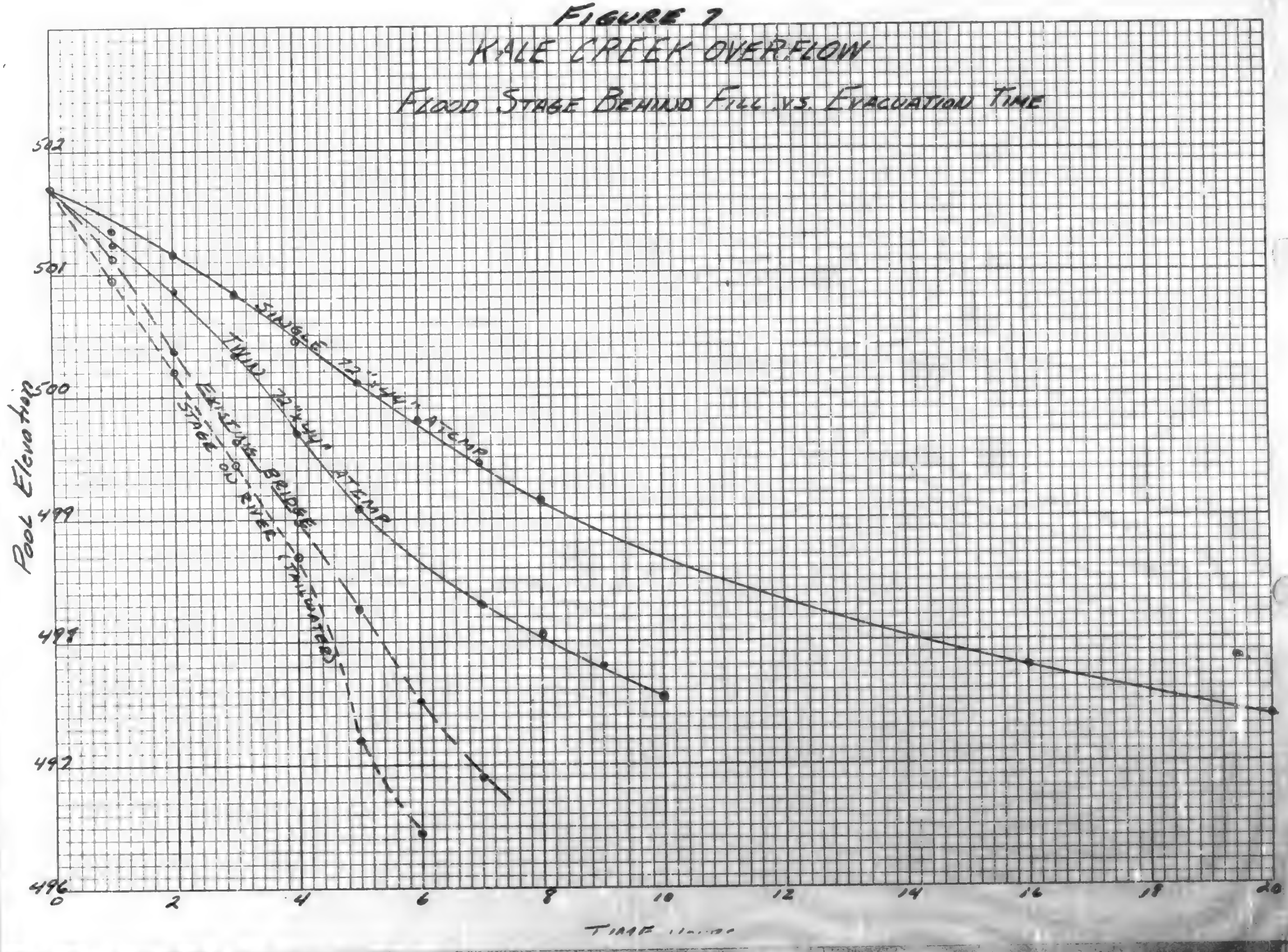
K•E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO.
PRINTED IN U.S.A.

K+E 10 X 10 TO THE INCH • 7 X 10 INCHES
KEUFFEL & ESSER CO. MADE IN U.S.A.

FIGURE 7

KALE CREEK OVERFLOW

FLOOD STAGE BEHIND FILL VS. EVACUATION TIME



HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1972)
Discharge - cfs / m^3/s	1394	960	1396
Frequency - yrs.	100+	100	100+
H.W. Elevation Natural Channel ft. / m.	497.1*	496.7*	497.1*
H.W. Elevation Channel Change ft. / m.	1.3		1.3
Average Velocity fps / mps	1.3		1.3

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: * HIGHWATER STAGE IS SAME AS WATER ELEVATION ON NEHALEM RIVER AT ITS PEAK

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

SAGER CREEK BRIDGE
NEHALEM HIGHWAY
CLATSOP COUNTY

COMPILED BY:	DATE:
MACNAB	JANUARY 5, 1978

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1972)
Discharge - cfs / m^3/s	417	305	417
Frequency - yrs.	100+	100	100+
H.W. Elevation ft. / Natural Channel m.	504*	503.8	504*
H.W. Elevation ft. / Channel Change m.			
Average _ fps / velocity mps	-1.7		1.7

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: *HIGHWATER STAGE IS SAME AS WATER ELEVATION ON NEHALEM RIVER AT ITS PEAK

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

KALE CREEK BRIDGE
NEHALEM HIGHWAY
CLATSOP COUNTY

COMPILED BY: MACNAB

DATE: JANUARY 5, 1978

1041

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

1041431

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: Sager Creek Bridge

DATE: December 13, 1977

The state has reviewed your project and reached the following conclusions:

12/16/77
cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
John Sheldrake, Region 2
R. Kuehn, Dist. 3
Aeronautics Div.
Paul Hartwig, Parks
B. L. Gifford

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~and/or proposal is endorsed as presented~~.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTED
H.S. COULTER

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7711 2 340

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
DEC 19 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

11-7-77
BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 77[illegible] Due Date: DEC 09 '77

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

See attached.

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 12/2/77

The Oregon Department of Fish and Wildlife has no objections to the proposed project providing the following conditions are met:

1) There shall be no inwater work between September 15 and June 1.

2) The stream shall not be diverted from its natural bed.

3) No fresh concrete, petroleum products, or any other pollutants shall be allowed to enter the waterway.

4) Waste material and spoils shall be placed above the bankline where it cannot reenter the stream channel.

5) Areas of streambank disturbance shall be seeded or planted with appropriate grass and/or legumes, shrubs and trees.

6) The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
NOV 16 1977
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7711 2 340 Due Date: DEC 09 1977.

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By _____

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7711 [illegible] Due Date: DEC 09 1977

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( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THE HIGHWAY ENVIRONMENTAL SECTION SHOULD COORDINATE CULTURAL RESOURCE PROTECTION WITH THIS OFFICE IN THIS NEHALEM HIGHWAY PROJECT IN CLATSOP COUNTY.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By David G Talbot

1041

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

1041432

APPLICANT: Department of Transportation

PROJECT TITLE: Kale Creek Bridge

DATE: December 13, 1977

The state has reviewed your project and reached the following conclusions:

- [x] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~
- [x] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
- [ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.
- [ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region Engineer 2
District Engineer 3
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7711 2 320

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED COULTER

RECEIVED
STATE HWY ENGR
DEC 15 '77
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

11-7-77
BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7711 2 520 Due Date: DEC 9 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

CULTURAL RESOURCE PROTECTION IN THIS KALE CREEK BRIDGE PROJECT IN CLATSOP COUNTY WILL BE COORDINATED BY THE HIGHWAY ENVIRONMENTAL SECTION AND THIS OFFICE.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency _____ By Edward T. Lorz

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7711 2 320 Due Date: DEC 9 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
NOV 14 1977
DIVISION OF STATE LANDS

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( ) It has adverse effects.

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( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency _____ By MA

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

NOV 15 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7711 2 320 Due Date: DEC 9 1977

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- - - - - - - - - - -

REMARKS (Please type or print legibly)

See attached.

Agency _____ By William C. Pitney

ENVIRONMENTAL MANAGEMENT SECTION 12/2/77

The Oregon Department of Fish and Wildlife has no objection to the proposed project provided the following conditions are met:

1) There shall be no inwater work between September 15 and June 1.

2) The stream shall not be diverted from the natural bed.

3) Waste material and spoils shall be placed above the bankline where it cannot reenter the stream channel.

4) No fresh concrete, petroleum products or any other pollutants shall be allowed to enter the waterway.

5) Areas of stream bank disturbance shall be seeded or planted with appropriate grass, and/or legumes, shrubs and trees.

6) An arch type culvert should be used, if possible, and should be placed on 0.0 grade. A bridge would be much more preferable.

7) Stream velocity in culvert should not exceed 8 feet per second in culverts up to 100 feet in length. The normal flow velocity should not exceed 6 feet per second if che culvert exceeds 100 feet in length.

8) The approach fill should be of rock and prepared so fish may enter and leave freely without jumping.

9) The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

(#2)

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

November 7, 1977

TO Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental Council
P. O. Box 488
Cannon Beach, OR 97110

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 1
Section: Sager Creek Bridge
Highway: Nehalem Highway
County: Clatsop

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 5, 1977.

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2: J. Sheldrake
District 1: E. L. Everton
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
NOV 9'77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Dept. of Transportation	[45	46] DIVISION: Highway		[79
03	12] APPLICANT ADDRESS STREET: ODOT Building	[45	46] CITY: Salem	[60	76] ZIP: 97310 [80]
04	12] CONTACT PERSON: D. H. Moehring	[45	46] AREA CODE [48] 503	49] PHONE [55] 378	56] EXTENSION [59] 6563
01	12] PROJECT TITLE: Sager Creek Bridge				[71
11	12] PROJECT LOCATION—CITY: Nehalem Highway		PROJECT LOCATION—COUNTY: Clatsop	PROJECT LOCATION SEC: T: R:	[79
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)				
06	12] This project is proposed to replace an existing narrow wood truss, plank				[71
07	12] decked structure with a two lane structure of greater width and load				[71
08	12] capacity.				[71
09	12] (See attachment)				[71
10	12]				[71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	225,000	--	75,000	--	--	300,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways	[71
15	12] FEDERAL AGENCY NAME: US Dept. of Transportation [45	46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No ☐ 30 Date: November 7, 1977	Yes [X] 31 No ☐ 32	Yes ☐ 33 No [X] 34	Yes ☐ 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42]	43] DAY [44]	45] YEAR [46]
	December	5	1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: November 7, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a category 3 project of nonmajor environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

NON-MAJOR
BRS-133(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 16, 1977

Section Sager Creek Bridge
Unit (if appl)
County Clatsop
City
Highway Nehalem River Hwy. 202
State Hwy. No. 102
Termini: M.P.(if appl) MP 36.75
Length 115 feet plus approaches
Region I
Construction Estimate
Program Amount

B. Purpose of Project:

To replace existing deteriorated bridge with a wider, safer, higher load capacity structure.

C. Origin & History of Project: Examination of bridge supports shows several generations of wood, concrete and steel pilings and braces, added to maintain the load capacity. The bridge is narrower than the roadway at the approaches and lacks bridge end warnings. The highway carries heavy logging traffic.

D. General Description of Project: The existing wood truss and plank decked structure on wood pilings is presently 20 feet wide and 115 feet long. The plank deck is overlaid with asphalt concrete. The project would replace this structure with a wider, greater load capacity, 2-lane structure. The bridge will be stage constructed to allow continuity of service.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. - ; Shldrs. - ; Parking No
Proposed: No. Lanes 2 ; Med. - ; Shldrs. - ; Parking No

Traffic: Existing Facility: Existing ADT 200 ; Projected ADT * ; Yr. ____
Existing Level of Service A

Proposed Facility: Projected ADT 340 ; Yr. 1997
Projected Level of Service A

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; ~~Type of Relocation Req.~~ Construction easements; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined during PE

Type of Structure(s):

Concrete beam and slab deck bridge

Brief Description of River or Stream and Type of Involvement, if any: Sager Creek flows into the Nehalem River a short distance downstream from the subject bridge. The main stream bed is 5 to 12 feet wide and is 30 to 35 feet below the highway grade. No footings are needed in the normal channel.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): No-build - would leave the existing bridge and its patch work of supports in place, requiring continued high maintenance costs.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project is located in the Nehalem River Valley in flat to rolling terrain. Sager Creek lies in a steep-sided ravine, 30 to 35 feet deep, which normally carries small volumes of water in a watershed of approximately 4 square miles in area. Soils are compacted clay silt alluvium.

   The surrounding areas are in pasture, open fields and woodlands. Vegetation at the bridge consists of an overstory of red alders, some of appreciable size, and a ground cover of cow parsnip, red elderberry, Bracken and Sword fern.

   The diverse mixture of plant communities in the area provides excellent wildlife habitat.

   Sager Creek carries runs of Coho salmon, searun cutthroat and winter steelhead from the Nehalem River.

2. Cultural: The project is in rural countryside used for timber, farmland and rural residences. Two residences are located close to the bridge: one on the northside at the west end and the other on the southside at the east end.

   Overhead electric and phone lines on shared poles parallel the highway approximately 25 feet north of the bridge. The phone cable goes underground at the east end of the bridge, crosses under the highway, and continues eastward underground on the southside.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Only construction easements are likely to be required. The final structure will be within existing right-of-way. Adjacent land uses will not be significantly affected.

2. Estimated Impact on Traffic Patterns: One side of the bridge will be removed and replaced at a time, requiring signalized one-way traffic during portions of the construction phase. There will be no permanent changes in traffic patterns.

Consequences--Air Quality, Noise, Safety, etc.:

No significant effects

3. Estimated Impact on Land Use:

No significant effects

Consequences:

4. Expected Impact on Natural Ecological Resources: Some vegetation, including two large alders may be removed. Similar vegetation is plentiful in the area.

Consequences: A small amount of habitat will be temporarily lost, but this effect is not considered significant.

5. Expected Impact on Cultural and Scenic Resources:

No significant effects.

Consequences:

6. Preliminary Identification of Areas of Critical Concern: The Fish and Wildlife Department advises that instream activity should be avoided during periods of fish runs.

7. Potential for Controversial Issues:

None expected

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - no changes expected; consistent.

b. Noise Standards - no changes expected; consistent. This assessment is the Noise Study Report per FHPM-773.

c. Water Quality Standards - minimal, if any, temporary changes and no permanent changes expected; consistent.

d. Area Land Use and Transportation Plans, and Zoning- no change; consistent

---

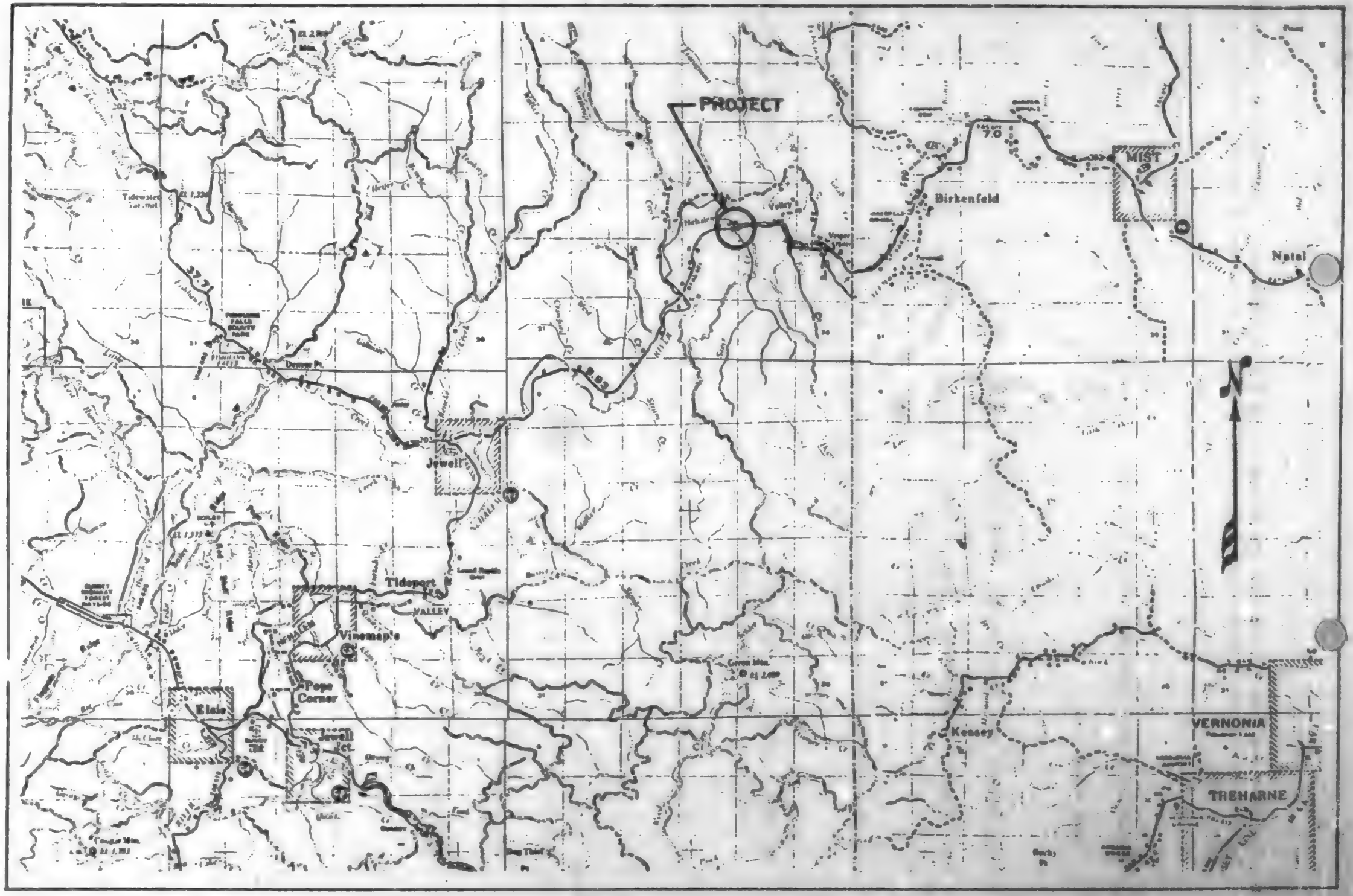
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The effects of right-of-way acquisition will be environmentally insignificant. Probable effects on vegetation and fishery will be minimal. No significant changes in the operation of the highway, other than improvement of safety, are expected.

D. Recommended Project Category: ___ 1 ___ 2 _x_ 3 ___ 4


PROJECT
Birkenfeld
MIST
Natal
Jewell
Tideport
VALLEY
Vinemaple
Pope Corner
Elsie
Jewell Jct.
Kenney
VERNONIA
TREHARNE
N

(#2)

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

November 7, 1977

TO Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental
Council
P.O. Box 488
Cannon Beach, OR 97110

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 1
Section: Kale Creek Bridge
Highway: Nehalem Highway
County: Clatsop

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Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 5, 1977.

DLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2: J. Sheldrake
District 1 : E. L. Everton
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

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NOTED
H.S.COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

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04	12] CONTACT PERSON: D. H. Moehring	[45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6563	[59
01	12] PROJECT TITLE: Kale Creek Bridge					[71
11	12] PROJECT LOCATION—CITY: Nehalem Highway		PROJECT LOCATION—COUNTY: Clatsop		PROJECT LOCATION SEC: T: R:	[79
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) This proposal is to increase the load capacity and safety of the Kale					
06	12] Creek Crossing by replacing the existing wooden structure.					[71
07	12] (See attachment)					[71
08	12]					[71
09	12]					[71
10	12]					[71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	187,500	--	62,500	--	--	250,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways	[71
15	12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation [45	46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No [ ] 30 Date: November 7, 1977	Yes [X] 31 No [ ] 32	Yes [ ] 33 No [X] 34	Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	December	5	1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: November 7, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a category 3 project of nonmajor environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

NON-MAJOR
BRS-133(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 16, 1977

Section Kale Creek Bridge — Unit (if appl) _____

County Clatsop — City _____

Highway Nehalem Highway 202 — State Hwy. No. 102

Termini: M.P.(if appl) 37.98 and 37.88 — Length 0.10 mile

Region I — Construction Estimate _____ Program Amount

B. Purpose of Project: To increase the load capacity and safety of the Kale Creek crossing by replacing the existing wooden structure with a wider structure and roadway.

C. Origin & History of Project: Examination of the existing structure reveals that it needs substantial maintenance improvements or replacement. Replacement would avoid heavy maintenance costs.

D. General Description of Project: It appears, from early reconnaissance of the project, that the bridge may possibly be replaced with a large culvert and earth fill. The existing curved section would be straightened somewhat and sight distance would be improved by selective removal of some roadside trees. An overflow channel crossing 0.10 mile east of Kale Creek may also be improved in the project.

Alignment: New _____ Existing modified Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. - ; Shldrs. 0-4' ; Parking no

Proposed: No. Lanes 2 ; Med. - ; Shldrs. 4' ; Parking no

Traffic: Existing Facility: Existing ADT 200 ; Projected ADT 340 ; Yr. 1997

Existing Level of Service A

Proposed Facility: Projected ADT 340 ; Yr. 1997

Projected Level of Service A

Right of Way: Additional anticipated yes ; if yes, give approx. No. Parcels_____
Yes, No

Acres_____; ~~Type of Relocation Req.~~ construction easements ; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined during PE

Type of Structure(s): A large culvert and earth fill would probably be used to replace the existing bridge, but the final decision cannot be made until PE is done.

Brief Description of River or Stream and Type of Involvement, if any: Kale Creek is a normally small-volume to intermittent tributary of the nearby Nehalem River and has a watershed area of approximately 2 square miles. An overflow channel crosses the highway 0.10 mile to the east and may also require modification.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): No-build: would maintain the existing bridge at relatively high maintenance costs.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project is located in the Nehalem River Valley in flat to rolling terrain. Kale Creek lies in a steep-sided revaine, 25 to 30 feet deep, which intermittently carries water from a drainage of approximately 2 square miles in area. Soils are compacted clay silt alluvium. A small overflow channel from Kale Creek crosses the highway 0.10 mile to the east.

The surrounding areas are in pasture, open fields and woodlands. Vegetation at the bridge consists of an overstory of red alders, some of appreciable size, a large true fir and a ground cover of cow parsnip, red elderberry, Bracken and Sword fern.

The diverse mixture of plant communities in the area provides excellent wildlife habitat.

Kale Creek may carry minor runs of Coho salmon, searun cutthroat and winter steelhead from the Nehalem River.

2. Cultural: The project is in rural countryside used for timber, farmland and rural residences. The only building near the project is a small abandoned cabin on the west bank of the creek and 150 feet south of the bridge.

An overhead electric line crosses over the bridge from the northwest to the southeast end. Just west of the bridge, an underground phone cable parallels the highway on the south side, surfaces at the bridge and crosses the creek from a pole on the west side to the electric pole on the east side.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: No significant changes in adjacent land uses are expected to result from the right-of-way acquisition required by the alignment adjustment.

2. Estimated Impact on Traffic Patterns: No permanent changes in traffic patterns will occur. There may be brief interruptions of traffic during the stage construction of the project.

Consequences--Air Quality, Noise, Safety, etc.:

No significant effects

3. Estimated Impact on Land Use:

No significant effects

Consequences:

4. Expected Impact on Natural Ecological Resources: Removal of vegetation, including one large true fir, several alders and three Douglas firs close to the south edge of the existing highway.

Consequences: Some loss of wildlife habitat and streambed shading not considered significant compared to surrounding habitat which would remain.

5. Expected Impact on Cultural and Scenic Resources: No significant effects expected. Despite loss of some vegetation, foreground would remain essentially the same visually. An archeological survey may be conducted since some previously undisturbed ground would be moved by the project.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Instream work is to be coordinated with the Fish and Wildlife Department.

7. Potential for Controversial Issues:

None expected

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No changes - consistent

b. Noise Standards

No changes - consistent. This assessment is the noise study report per FHPM-773.

c. Water Quality Standards - Work will be done during low flow periods, and measures will be taken to insure bank stabilization and to minimize potential for erosion and siltation--consistent.

d. Area Land Use and Transportation Plans, and Zoning

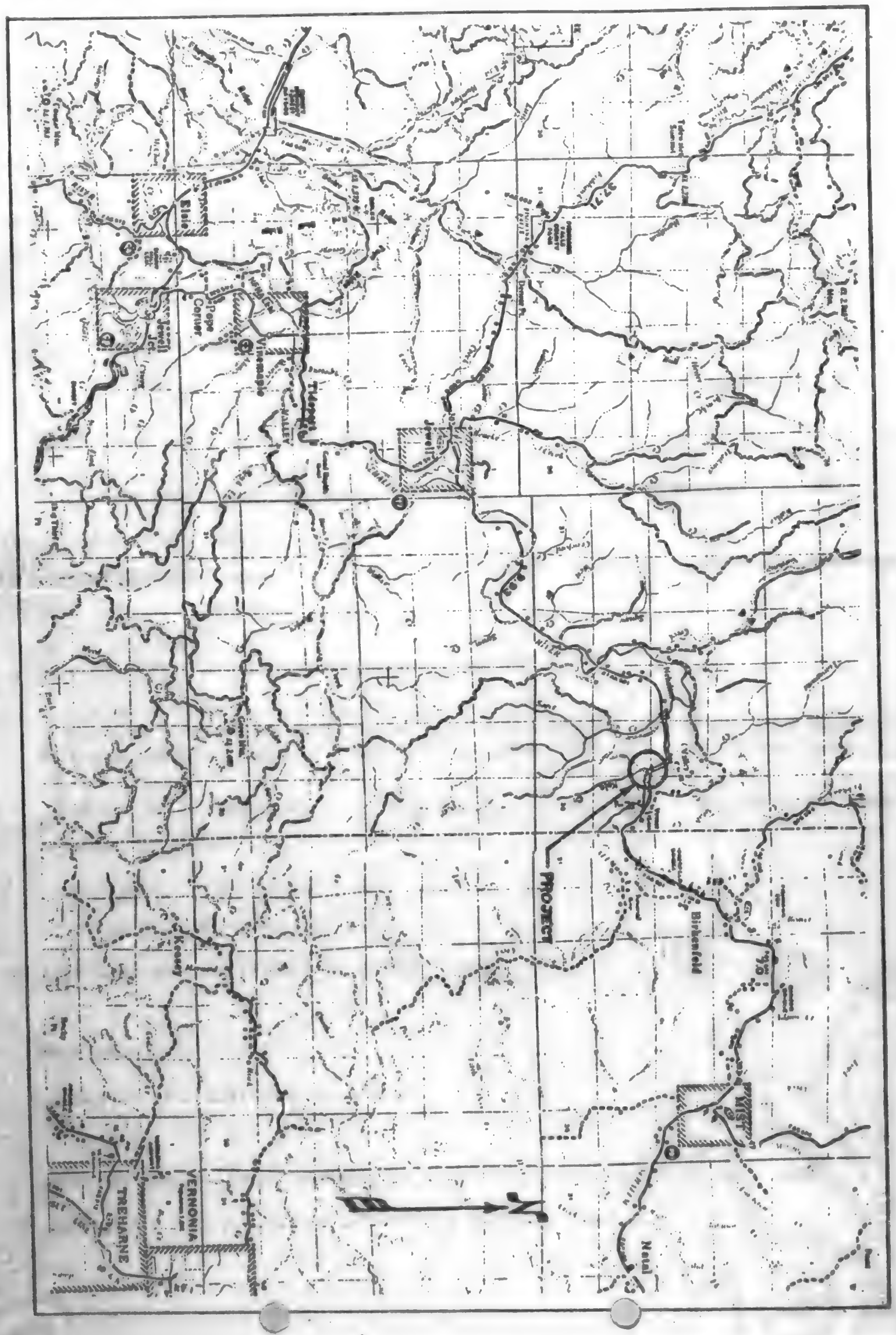
No changes - consistent

Recommended Type of Action and Documentation:

----------MAJOR ACTION----------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The effects of right-of-way acquisition will be environmentally insignificant. Probable effects on vegetation and fishery will be minimal. No significant changes in the operation of the highway, other than improved safety, are expected.

Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


Pape Corner
Vimmerau
PROJECT
Birkenfeld
VERNONIA
TREHARNE
Natal

STATE OF OREGON

INTEROFFICE MEMO

DATE: October 31, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: for Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Sager Creek Bridge
Nehalem Highway #102
Clatsop County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 2 : John Sheldrake
District 1 : E. L. Everton
Region 2 Geologist: William Fretwell
B. L. Gifford

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 10-28-77

STATE OF OREGON

INTEROFFICE MEMO

DATE: October 31, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Kale Creek Bridge
Nehalem Highway
Clatsop County

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G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 2 : John Sheldrake
District 4 : H. C. Johnson
Region 2 Geologist: William Fretwell
B. L. Gifford

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 10-28-77

Form FHWA 121 (Rev. 5-73) 10/11

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 17, 1977

In reply refer to: HAl-OR

SUBJECT: Oregon Project No. BRS-133(-)
Kale Creek Bridge
Nehalem Highway #102
Clatsop County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

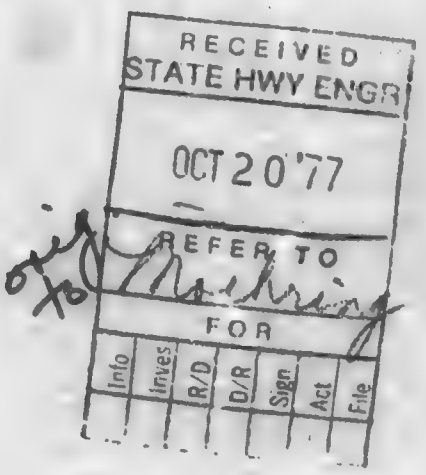
The subject project assessment submitted with Mr. Wimer's 9-20-77 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
ODOT (Potter, Env Sec)
ODOT (Laux, Proj Mgmt & Oper)
OSHD (Region 1, Markham)



Form FHWA 121 (Rev. 8-72) 9091

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

SUBJECT: Oregon Project No. BRS-133(-)
Sager Creek Bridge
Nehalem Highway #102
Clatsop County
Project Assessment

DATE: October 17, 1977

In reply refer to: HA1-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

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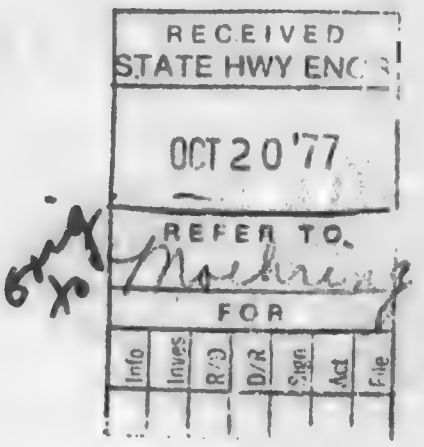
The proposed standards,design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

W. W. Cowan
for G. L. Green

cc:
ODOT (Potter, Env Sec)
ODOT (Laux, Proj Mgmt & Oper)
OSHD (Region 1, Markham)



1979 3rd St.-6th St. Sec. of East Pine St. in Central Pt. (Paving & signals) 9042

CIA-6576, 6-6-78

HD 4/81
PE Ad Deposit 1300 ~~00~~ cc 1898
1000
300

City says limit of $1,000 Total
per Jack Ayers 8/21/79

Informed Baker

Part of Project County will pay for the planning - ~~$~~ $5,000 +

$6,000
3,000
121,000

64,500 Fed
35,000 County
21,500 City
121,000

Sent Vern Capps PWD
Central Point - 2 copies
of project Report for Sas

N 52,600

1300.00

51

6576, 6-6-78

AM 491
PE Ad Deposit 1300 cc 1E98
1000
300

City says limit of $6,000 Total 8/21/79
per Jack Ayers

Entrance Barrier

Part of Project County will pay for the paving - $35,000 ±

$6,000
35,000
121,000±

64,300 Fed
35,000 County
21,700 City
121,000

f Vern Capps PWD
Central Point - 3 copies
of project Report 6-1-78

$52,600

$300.00
5[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

October 22, 1981

In Reply Refer to
File No.: CON 5

Mr. David Kucera
City Administrator
City of Central Point
P.O. Box 3576
Central Point, OR 97502

Dear David:

Your request for deferring payment of $832.10 on the 3rd St. - 6th St. Section of Pine Street in Central Point has been considered and is granted. The deferment period is for one fiscal year. Payment should be made shortly after July 1, 1982.

It appears that at the time of the project semi-final submittal, all bills had not cleared through the state in Salem. This accounts for your not being notified at the time of an impending overrun on the project.

I am sorry for the inconvenience and hardship this has caused the City of Central Point.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp

cc: Buzz Swan
George Thornton
Bill Maude

Form 734-3102

9042

HIGHWAY DIVISION

ACC

Jack Ayres
Region 3 Federal Aid Engineer

October 12, 1981

D. E. Swan
Operation Programming Engineer

Final Billing - (Invoice # 132)
3rd Street-6th Street Section
Pine Street
Central Point
SOS-1502(1)

The City's request for deferring the $832.10 final payment on this project until next fiscal year (1982-83) has been considered and is granted.

However, the City's statement that the project has been completed for 2 years is not correct. The contract was awarded in November, 1979, and work completed in April, 1980, and the final billing in August, 1981. The only thing that appears to have taken longer than should have was our lab certification. This made the federal approval appear late.

A comparison of proposed and final costs are:

Contract Bid	$93,060.00	$98,078.00	$5,018 OVER
Striping (by State)	900.00	843.00	57 UNDER
Engineering PE	9,500.00	11,086.00	
Construction	9,400.00	7,922.00	
	$18,900.00	$19,008.00	$ 100 OVER

4 1/2% Contingencies $ 4,228.00 covered most of the construction overrun.

As shown on the attached copies of the R.E.D.'s from June 1980 there were only $311.75 in charges after the final estimate. These were all engineering costs: $219.75 field charges and the remainder in the building.

The date of incurrence of the other $1,100, or so, you were concerned about would be very difficult to determine because the order in which charges are recorded does not necessarily indicate the time they were incurred. As an example some state charges take up to 3 months to appear on the records.

Would you please inform the City that their request for the deferred payment is granted, and we will expect their payment shortly after July 1, 1982.

ER:pf
Attachments

cc: Jan Peterson
Cliff Leon

7042

CON 5

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: D.H. Moehring
Asst. State Highway Engineer

DATE: September 25, 1981
ATTN: Harold Reynoldson

FROM: Jack Ayres
Regional Federal-Aid Engineer

SUBJECT: 3rd - 6th Street (Pine Street)
Central Point
Jackson County

Attached is a letter from Mr. Vernon Capps, Public Works Superintendent, City of Central Point, concerning the billing to the City of Central Point in the amount of $832.10 as a final payment on the 3rd - 6th St. (Pine St.) SOS roads project.

The letter from the City indicates that after waiting some 15 months to receive this billing, they are not prepared, city budget wise, to pay this billing at this time. I respect their request to defer payment until their 1982-83 budget year.

In as much as our resident engineer, Bill Maude, indicated at the time of semi-final submission, the project was $1,426 in the black.

ja/cp
attach.
cc: Vernon Capps
Wm. Maude

Contains Recycled Materials
81-125-1967

9042

CITY OF CENTRAL POINT OREGON INC 1889

155 South Second Street
250 E PINE ST. CENTRAL POINT, OREGON 97502 PHONE 664-XXXX 3321
P. O. Box 3576

THE HEART OF THE
ROGUE RIVER VALLEY

22 September 1981

Jack Ayres
State of Oregon Department of
Transportation
Highway Division
Region 3
P. O. Box 1129
Roseburg, Oregon 97470

Reference: SOS 1502(1) - Pine Street; 3rd to 6th, City of Central Point
Invoice #132456 dtd 8/25/81; Billing Request #CC-81-45

Dear Jack:

Inasmuch as it has been over two years since the project was completed and subsequently received the Department of Transportation's approval, your invoice in the amount of $832.10 came as a surprise.

We, the City of Central Point, have practiced a bare-bones budget structure the past few years, like yourselves, and no allowance has been made in our current budget for fiscal year 1981-82 for this expenditure.

With your approval, I would like to delay payment until the 1982-83 Budget Year when this expense can be planned for and accommodated in a more timely manner.

Thank you for your consideration.

Sincerely yours,

The City of Central Point

Vernon A. Capps
Public Works Superintendent

VAC:ris
cc: 3rd-6th St. file
D. Kucera, City Admin.
file

9042

8-25-81

INVOICE

1:32456

DATE	YOUR ORDER NUMBER	SEND REMITTANCE TO:	BILLING REQ. NUMBER
8-25-81		OREGON STATE HIGHWAY DIVISION TRANSPORTATION BUILDING SALEM, OREGON 97310	CC 81-45

CODE: CENTRAP

CREDIT DISTRIBUTION

324.02	832.10
315-1014-296-00-000	832.10
315-1014-295-00-000	(832.10)

• CITY COUNCIL
• CITY HALL
• CENTRAL POINT OR 97502

ATTN E DAVID EUCERA, CITY MGR

DESCRIPTION	TOTAL PRICE
FINAL BILLING — 3RD ST TO 6TH ST SECTION OF E.PINE ST. THIS IS AN OFF SYSTEM PROJECT NO. SOS-1502(1)	
TOTAL PROJECT COSTS 117,932.10 LESS FEDERAL FUNDS (64,500.00) LESS CITY ADVANCE DEPOSIT (52,600.00)	832.10
110.00 FINAL	

734-1150 (8-81)

110.00

9042

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
8-10-81	CC 81-45	

CREDIT DISTRIBUTION
315-1961-295
315-1014-295

BILL TO: Code:

City Council

City Hall

Central Point, Oregon 97502

Attn: Mr. E. David Eucera, City Manager

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: 3rd Street to 6th Street Section E. Pine Street. This is an OFF SYSTEM Project No. SOS-1502(1)			
Total Project Costs			$117,932.10
Less Federal Funds			64,500.00
Less City Advance Deposit			52,600.00
(Please send copy of Itemized Statement with Billing)			

Advance Deposit Amount ..... $ 52,600.00

Advance Deposit Previously Transferred to Highway Fund ..... $ 41,600.00

Balance ..... $ 11,000.00

Transfer to Highway Fund ..... $ 11,000.00

Refund Due ..... $ - - - -

Partial or final request for billing: FINAL

Number of the previous request in connection with this service: CC 1898, CC 2029

Amount Due . . . . . $ 832.10

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved: ORIGINAL SIGNED BY D. E. SWAN

D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 8-10-81

CITY CENTRAL POINT Contract No. 9042 Date Completed 4-28-80

PROJECT # SOS-1502(1) Section 3rd Street - 6th Street

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E.	$11,086.26
Payment to Contractor	$98,078.95
SFO #1 - Striping	843.99
Engineering	7,922.90
TOTAL PROJECT COSTS	$117,932.10
Less Federal Funds	64,500.00
Less City Advance Deposit	52,600.00
AMOUNT DUE STATE	$ 832.10

Reference: Billing Form CC 81-45

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	THIRD STREET-4TH STREET (CENTRAL POINT) SECTION CITY STREET - JACKSON COUNTY					
	PRELIMINARY ENGINEERING					
	FED. FUNDS STATE	ALL REQUIRED			8,977.80	11,086.26
	CONSTRUCTION					
	FED. FUNDS (80%)					
	POST MILE 3.67 TO 3.82 INCL. STA 194+76					
	FINAL CONTRACT PAYMENT SUMMARY	ALL REQUIRED			66,122.62	98,078.95
	TOTAL PARTICIPATING COST				75,100.42	
	NON-PARTICIPATING COST					
	PRELIMINARY ENGINEERING (STATE)	ALL REQUIRED			2,100.70	
	INTEREST ON FINAL PAYMENT	ALL REQUIRED			17.02	
	FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM			21,027.81	
	SPOT PERMANENT PAVEMENT STRIPING (STATE)	ALL REQUIRED			243.99	
	CONSTRUCTION ENGINEERING (STATE)	ALL REQUIRED			7,223.11	
	TOTAL NON-PARTICIPATING COST				32,714.13	
	TOTAL PROJECT COST				107,814.31	

PREPARED BASED ON PARTICIPATING COST SHOWN ON FEDERAL BILLING 5-21-01.

RE 315-1961

Const 315-1614

11792.38 / 19.79 = 595.92 (17.53) mop Post

AMOUNT CARRIED FORWARD

GPO 944 983

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITOL BLDG - SALEM OR 97310

STATE	FEDERAL AID PROJECT NO. [illegible]
PROGRAM APPROVED	VOUCHER PERIOD From: [illegible] To: [illegible]

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
			FEDERAL FUNDS FIXED AMOUNT		
117,911.31	75,861.12	.8577	64,500.00	64,500.00	—

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skeen, Controller	8/22/81

Form FHWA-144/A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

TOTAL TO DATE JOB COST SUMMARY — JUNE 1981 — PAGE 208

DESCRIPTION OF JOB OR REQUIREMENT	PREFIX	FUNCTION	ER	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE END
300 ST-45TH ST OF E PIKE	CONT NO 1012 X FR PROJ NOS SOS 502001 100						STATE	
	315 1019	201	00 P 1		31,827.51CR	66,223.62	80	81
	315 1019	201	00 N 1		31,827.51	31,827.51	81	81
	315 1019	204	00 N 1			27.92	80	80
	315 1019	270	01 P 1		843.99CR		81	81
	315 1019	270	01 N 1		843.99	843.99	81	81
	315 1019	296	00 N 9			56,800.00CR	80	80
	315 1019	296	00 N 9			56,800.00	80	80
	315 1019	300	00 P 1		7,552.25CR		79	81
	315 1019	300	00 N 1		7,772.03	7,772.03	81	81
	315 1019	900	00 N 2		58.90CR		79	81
	315 1019	920	00 N 1		58.90	58.90	81	81
	315 1019	940	00 N 1		11.94	11.94	81	81
	315 1019	945	00 N 1	19.79	80.03	80.03	81	81
		TOT	P1		40,282.65CR	66,223.62		
		TOT	N1	19.79	40,594.40	40,622.22		
		** JOB TOTALS **		19.79 **	311.75 **	106,345.84 **		
CONT NO 9063	FR PROJ NOS M 920005 95					M 920005 15	STATE	
315 1022	201	00 P 1		40,315.73	66,013.57	66,013.57	81	81
315 1022	201	00 P 8		2,578.80	3,674.00	3,674.00	81	81
315 1022	204	00 P 1		1,823.02CR	2,961.72CR	2,961.72CR	81	81
315 1022	204	00 P 8		321.71CR	522.66CR	522.66CR	81	81
315 1022	270	01 N 9		4,910.69CR	37,772.47CR	37,772.47CR	81	81
315 1022	296	00 N 9		4,910.69	37,772.47	37,772.47	81	81
315 1022	300	00 P 1		5,523.19	15,434.91	15,434.91	81	81
315 1022	300	00 P 8		974.63	2,721.89	2,721.89	81	81
315 1022	920	00 P 1		2.16	155.99	155.99	81	81
315 1022	920	00 P 8		.38	27.53	27.53	81	81
315 1022	940	00 P 1			25.50	25.50	81	81
315 1022	940	00 P 8			4.50	4.50	81	81
315 1022	945	00 P 1		1.05	68.36	68.36	81	81
315 1022	945	00 P 8		.18	11.90	11.90	81	81
315 1022	946	00 P 1		.29	10.29	10.29	81	81
315 1022	946	00 P 8		.05	1.81	1.81	81	81
315 1022	945	00 P 1		10.71	98.43	98.43	81	81
315 1022	946	00 P 1		44,030.11	78,845.33	78,845.33		
	TOT	P1		3,232.33	5,918.97	5,918.97		
	TOT	P2		47,262.44 **	84,764.30 **	84,764.30 **		
** JOB TOTALS **								
CONT NO	FR PROJ NOS REP 100S001 100						STATE	
315 1029	220	01 N 1		8.76CR	8.76CR	8.76CR	81	81
315 1070	276	01 P 1			388.79CR	61,871.53	75	80
315 1070	276	01 N 1			475.35	950.70	77	80
315 1070	296	00 N 9		304.06	304.06	1,802.06	78	81
315 1070	296	00 N 9		304.06CR	304.06CR	58,119.75CR	76	81

DESCRIPTION OF JOB OR DEPARTMENT	, PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
		TOT P1		348.79	12,337.77	34,691.10
		TOT N1				75.98
		** JOB TOTALS **		348.79 **	12,337.77 **	34,767.08 **
D0164900000630B1 CONT NO		FA PROJ NOS SOS 501001 100				STATE
315	1959	295	00 N 9		332.42	1,112.42
315	1959	296	00 N 9		332.42CR	6,775.60CR
315	1959	298	00 N 9			5,663.18
315	1959	901	00 P 1			4,201.44
315	1959	905	00 P 1			1,863.05
315	1959	910	00 P 1			111.10
315	1959	914	00 P 1			69.03
315	1959	920	00 P 1			46.38
315	1959	921	00 P 1			280.72
315	1959	922	00 P 1			31.03
315	1959	922	00 N 1			6.64
		TOT P1				6,602.75
		TOT N1				6.64
		** JOB TOTALS **		**	**	6,609.39 **
3RD-6TH ST CENTRAL POINT CONT NO		* FA PROJ NOS SOS 502001 100				STATE
315	1961	295	00 N 9			1,000.00
315	1961	296	00 N 9			8,700.00CR
315	1961	298	00 N 9			7,700.00
315	1961	901	00 P 1		2,108.76CR	2,578.36
315	1961	901	00 N 1		2,108.76	2,108.76
315	1961	905	00 P 1		56.28CR	1,949.05
315	1961	910	00 P 1			1,442.04
315	1961	911	00 P 1			1,010.28
315	1961	914	00 P 1			3.90
315	1961	920	00 P 1			81.60
315	1961	921	00 P 1			1,091.68
315	1961	922	00 P 1		3.96CR	30.24
315	1961	923	00 P 1			790.35
		TOT P1			2,169.00CR	8,977.50
		TOT N1			2,108.76	2,108.76
		** JOB TOTALS **		**	60.24CR**	11,086.26 **
BIDDLE RD-GENESEE ST MEDFORD CONT NO		FA PROJ NOS H 470001 100				STATE
315	1963	296	00 N 9		178.56CR	218.44CR
315	1963	298	00 N 9		178.56	218.44
315	1963	910	00 P 1	5.70	213.88	296.94
315	1963	920	00 P 1			13.40
315	1963	923	00 P 1			.84
		TOT P1		5.70	213.88	310.18
		** JOB TOTALS **		5.70 **	213.88 **	310.18 **

STATE COPY

cc: State (H S Coulter)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-9-81

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 9042

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SOS-1502(1)	Jackson	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Besides additional and incidental, work on this project involved construction of aggregate base and asphalt concrete pavement, and installation of traffic signals on the 3rd Street-6th Street Section of East Pine Street in Central Point.

Work was completed April 28, 1980.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Rogue River Paving Co., Inc.	$ 93,060.00

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* G. K. Hossner

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR FEB 11 '81 REFER TO Rdwy FOR File Act Sign D/R R/D Invest Info

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 64 feet) TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.11	64	--	--

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY T. P. Lowe, Area Engineer

11. DATE OF INSPECTION 5-27-80

12. IN COMPANY WITH Jim Gix, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE W. N. Bryant
Area Engineer
W. N. Bryant

14. TITLE Area Engineer

15. DATE 2-9-81

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

15. SIGNATURE Original Signed By
G. K. HOSSNER
Field Operations
Engineer G. K. Hossner

17. TITLE Field Operations Engineer

18. DATE 2-9-81

FORM PR-33C (Rev. 7-72) Previous editions of this form are obsolete

#9042

REPORT OF ACTION UNDER DELEGATED AUTHORITY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Siuslaw Construction Co. No. 8884	SE 142nd Ave. Br. over Johnson Cr. (Portland)	June 12, 1980
Rogue River Paving Co., Inc. No. 9042	3rd St.-6th St. (Central Point)	June 12, 1980
Tawn Mar Construction Co. No. 9050	Antelope Rock Production	June 12, 1980
J. Arlie Bryant, Inc. No. 9051	Fossil Rock Production	June 12, 1980
Waconda West Const. No. 8470	Columbia River (Astoria) Bridge	June 17, 1980
Morse Bros., Inc. No. 8690	Cox Cr.-S. Elm St. (Albany)	June 17, 1980
Hamilton Electric, Inc. No. 8914	Beaverton Signal (Fred Meyer Access)	June 17, 1980
Clarke Electric, Inc. No. 8832	McKenzie Hwy. @ 3rd St. (Springfield)	June 18, 1980
Cascade Const. Co., Inc. No. 8875	SW 170th Ave.	June 19, 1980
J.C. Compton Co. No. 8060	Canyonville-Glendale Jct.	June 25, 1980
J.C. Compton Co. No. 8865	Lane County Line-Elbow Lake	June 25, 1980
R. A. Hatch Co. No. 8962	SW 117th Ave.-SW Hocken Ave. (Beaverton) & NE Sandy Blvd.-SE Flavel St. (Portland)	June 25, 1980
Eucon Corp. No. 8922	Columbia River Hwy.-Hermiston	July 2, 1980
Wildish Corvallis Const. Co. No. 9014	Squaw Cr. Jct.-Pac. Hwy. West (Corvallis)	July 3, 1980

July 8, 1980

C. T. Keasey
Asst. State Highway Engineer

9042

June 18, 1980

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

GOE 3
#9042

Gentlemen:

Contract No. 9042 awarded to Rogue River Paving Company, Inc., for work on the 3rd Street-6th Street (Central Point) Section on N. Pine Street in Jackson County was completed on April 28, 1980, and accepted by the State Highway Division on June 12, 1980.

Final payment in the amount of $4,910.16 will be released to the contractor after June 23, 1980. The total contract amount is $98,251.13. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gronsen
CONTRACT SERVICES

grk

cc: Rogue River Paving Company, Inc.
P. O. Box 1306
Medford, OR 97501

United Pacific Insurance Company
Suite 660, 700 N. E. Multnomah
Portland, OR 97232

bc: C. T. Massey
Walt Hart
V. E. Skoog Attn: Dick Macek
Alfred Shirley

Central Point

June 5, 1980

William Maude
Resident Engineer

W. E. Cole
Design Engineer Supervisor

3rd St.-6th St. [redacted]
City Street
Jackson County
Contract No. 3012

This letter acknowledges receipt of your narrative report on the subject project.

We appreciate receiving these reports as they could be helpful to us in future design work.

In reference to Bid Item 21. This was an oversight by this office.

9042

FORM 01-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 3rd St-6th St (Central Point)		WEEK ENDING: May 17,1980
		SECTION PREFIX: 315-1014
HIGHWAY: City Street		COUNTY: Jackson
NAME OF JOB: 3rd St-6th St(Central Point)	KIND OF WORK: Paving and Traffic Signals	
CONTRACTOR: Rogue River Paving Co.Inc.	CONTRACT NUMBER: 9042	FEDERAL AID PROJECT NUMBER: SOS-1502(1)
DATE OF CONTRACT: November 9,1979	DATE WORK STARTED: February 6,1980	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 200	WORK DAYS USED / CALENDAR DAYS USED: 158
PROJECT AUTHORIZATION: $ 107,584.20	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 79
EXCLUSIVE OF ENGINEERING: $ 98,188.20	ENGINEERING AUTHORIZATION: $ 9,396.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 98,943.13	ENGINEERING COST TO DATE: $ 6,869.40	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN XXXXXXXXXX: 1 %	PERCENT OF AUTHORIZATION: 73 %	DATE PROJECT WAS COMPLETED: April 28,1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
MAY 19 1980
CONSTRUCTION BRANCH

Keasey, Richards, Jackmond, Berg, Hopkins, Williams, Inloes, Johnsen, Widmer, Glass, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on April 28,1980. The work on the semi-final estimate is almost done and should be submitted next week.
Jim Fix and Tom Lowe went over the project records on Tuesday.

SIGNED [signature] for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7042

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NUMBER 12-135		County Jackson
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number SOS-1502(1)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 27, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,000	$ 116,584
Federal funds	$ 7,700	$ 64,500
Other revisions		

This modification is made for the following reasons: Adding the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of December, 1979.

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By D.H. Moehring

Assistant State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form: PR-2A
(Rev. 10-76)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, November 18, 1979

Federal Aid Project
No. SOS - 1502 (1)

3rd Street - 6th Street (Central Point) Section
City Street in Jackson County

43
Revised Project Agreement Estimate

Type Code P.E.			
Prleminary Engineering	All Required		$ 9,000.00
Type Code 6201			
Roadway (Sta. 99+82 to Sta. 105+84)(Signal Sta. 108+75)			
Alternate "B"			
Moblization	All Required		$ 5,000.00
Watering	70 M-Gal	15.00	1,050.00
Aggregate Base	4,100 Ton	6.25	25,625.00
Class "B" Asphalt Concrete	1,060 Ton	22.50	23,850.00
8-inch Sewer Pipe	150 Lin.Ft.	15.00	2,225.00
Concrete Inlets, Type CG-1	3 Each	500.00	1,500.00
Concrete Walks	210 Sq.Yd.	16.00	3,360.00
Concrete Driveways	85 Sq.Yd.	19.00	1,615.00
Concrete Curbs	1,060 Lin.Ft.	6.00	6,360.00
Extra for Asphalt Approaches	6 Each	100.00	600.00
Adjusting Manholes	3 Each	250.00	750.00
Traffic Signal Installation Complete	All Required		21,100.00
			$93,060.00
Anticipated Items			
Permanent Pavement Striping	All Required		$ 900.00
			900.00
		Subtotal	$ 93,960.00
		Engineering	13,624.00
		Total	$107,584.00

Length of Project - - - - - - - - - - 0.114 mi.
Cost of Roadway per mile - - - - - $943,719.29

Summary of Funds (88.15%)

Oregon State Highway Division
Salem, Oregon, November 18, 1979

Federal Aid Project
No. SOS - 1502 (1)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 9,000	$ 7,700	$ 1,300
Roadway	107,584	56,800	50,784
Total	$116,584	* $64,500	$52,084

Group 1 100%
Contract No. 9042
Prefix 315-1961
Prefix 315-1014

* Note: Fixed amount

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 9-275	FEDERAL-AID PROJECT AGREEMENT	Oregon
	9-27-78	County Jackson
		Project No. SOS-1502(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., 3rd St. to 6th St. (Central Point)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-11-78	0.17
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.7%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,000.00	$ 7,700.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. H. Coulter

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator SEP 27 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Federal Aid Project
No. SOS-1502(1)

Oregon State Highway Division
Salem, Oregon September 15, 1978

3rd Street-6th Street (Central Point) Section
in Jackson County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$9,000.00
	TOTAL	$9,000.00

Length of Project - - - - - - - - - - - - - - 0.17 mile

Summary of Funds

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 9,000.00	$ 7,700.00	$ 1,300.00
Retain in Program (Road Work)	93,000.00	56,800.00	36,200.00
TOTAL	$102,000.00	$64,500.00	$37,500.00

Group 1 - 100%
Prefix - 315-1961

9042

October 19, 1979

City Council
City Hall
Central Point, Oregon 97502

COM 4

Attn: Mr. E. David Knowns
City Manager

Gentlemen:

On October 18, 1979, a satisfactory bid was received from Rogue River Paving Co. Inc., P.O. Box 1386, Medford, Oregon 97501 for the 2nd Street-6th Street Section on E. Pine Street. This is an OFF-SYSTEM Project No. BOS-1302(1). The advance deposit based on the anticipated over-run cost of their bid is as follows:

Bid Items	"A"	"B"
	$ 80,373.75	$ 93,060.00
Permanent Pavement Striping	$ 900.00	$ 900.00
4 1/2% Contingencies	3,616.31	4,228.20
10% Engineering	8,147.38	9,324.00
Est. Total Const. Cost	$ 93,037.43	$107,986.20
Est. PE Costs	2,500.00	2,500.00
Est. Project Costs	$102,787.43	$117,686.20
Less Federal Funds	66,900.00	66,900.00
Less PE Advance Deposit	1,900.00	1,900.00
Est. City Share	$ 34,987.43	$ 51,886.20

By running the City's advance deposit for each alternate will be "A" $37,000.00 - "B" $53,300.00.

After selecting the alternate most acceptable to the City, please make your check in the appropriate amount, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 426, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than November 9, 1979.

Very truly yours,

D. E. Dunn
Operation Programming Engineer

DE:pf
bcc w/AD # 699: Region 3 Federal Aid Specialist Jack Ayres
Vern Skoog - Please return completed AD # 699
when check is received.

11-9-79
Rec'd 51,300
Informed Steve
a
Jack
Ayres

ION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	315 1957	906	00 P 1			1,[illegible].44
	315 1957	907	00 P 1			175.44
	315 1957	909	00 P 1			877.84
	315 1957	910	00 P 1			292.56
	315 1957	913	00 P 1			32.32
	315 1957	920	00 P 1			19.63
		TOT	P1			9,[illegible]00.60
		TOT	N1			75.28
		** JOB TOTALS **		**	**	9,556.58 **
IVER-VARIOUS CITY STS CONT NO	X FA PROJ NOS SOS 501001 100					STATE
	315 1959	2[illegible]	00 N 9			280.00
	315 1959	2[illegible]	00 N 9	1,703.18CR		6,443.18CR
	315 1959	2[illegible]	00 N 9	1,703.18		5,663.18
	315 1959	9[illegible]	00 P 1			4,201.[illegible]
	315 1959	9[illegible]	00 P 1			1,863.05
	315 1959	910	00 P 1			111.10
	315 1959	91[illegible]	00 P 1			69.03
	315 1959	920	00 P 1			[illegible]6.38
	315 1959	921	00 P 1			2[illegible].72
	315 1959	922	00 P 1			3[illegible].03
	315 1959	922	00 N 1			6.69
		TOT	P1			6,602.75
		TOT	N1			6.64
		** JOB TOTALS **		**	**	6,609.39 **
CENTRAL POINT CONT NO	FA PROJ NOS SOS 502001 100					STATE
	315 1961	2[illegible]	00 N 9			1,000.00
	315 1961	2[illegible]	00 N 9	1,876.32CR	2,118.65CR	8,605.88CR
	315 1961	2[illegible]	00 N 9	1,876.32	2,118.65	7,605.88
	315 1961	901	00 P 1			4,443.62
	315 1961	9[illegible]	00 P 1	172.09	1,591.97	1,591.97
	315 1961	910	00 P 1			1,442.04
	315 1961	911	00 P 1	790.41	790.41	991.41
	315 1961	920	00 P 1			12.14
	315 1961	921	00 P 1	143.44	143.44	143.44
	315 1961	922	00 P 1	9.44	9.44	9.44
	315 1961	92[illegible]	00 P 1	206.50	206.50	282.[illegible]
	TOT		P1	1,321.88	2,741.76	9,421.90
	** JOB TOTALS **			1,321.88 **	2,741.76 **	9,421.90 **
ESEE ST MEDFORD CONT NO	FA PROJ NOS M [illegible]70001 100					STATE
	315 1963	2[illegible]	00 N 9	11,410.15	11,410.15	39.85CR
	315 1963	2[illegible]	00 N 9	11,410.15CR	11,410.15CR	39.85
	315 1963	904	00 P 1		15,440.00CR	
	315 1963	910	00 P 1			33.06

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1979 — PAGE 440

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	OR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	315 1957	910	00 P 1			32.32
	315 1957	920	00 P 1			19.63
		TOT	P1	3.00	3.00	9,483.60
		TOT	M1			75.93
		** JOB TOTALS **		3.00 **	3.00 **	9,611.48 **

STATE

RIDDLE R'DWY-VARIOUS CITY STS CONT NO

315	1959	905	00 P 1			111.10
315	1959	910	00 P 1			69.03
315	1959	914	00 P 1			46.02
315	1959	920	00 P 1			280.74
315	1959	921	00 P 1			31.03
315	1959	922	00 P 1			6.44
315	1959	923	00 N 1			6.44
		TOT	P1			6,602.23
		TOT	M1			6.44
		** JOB TOTALS **		**	**	6,608.67 **

STATE

3RD-4TH ST CENTRAL POINT CONT NO

315	1961	905	00 P 1	98.12CR	2,232.77CR	8,700.00CR
315	1961	910	00 P 1	98.12	2,232.77	7,200.00
315	1961	914	00 P 1	288.32	288.32	1,657.91
315	1961	920	00 P 1	288.68	1,888.55	1,881.55
315	1961	921	00 P 1			1,412.04
315	1961	922	00 P 1	1.80	955.21	956.21
315	1961	923	00 P 1	16.52	16.52	27.66
315	1961	920	00 P 1	506.58	506.58	685.52
315	1961	921	00 P 1	7.57	17.01	17.01
315	1961	922	00 P 1	1.35	207.85	789.19
315	1961	923	00 P 1		1,809.93	10,991.12
		TOT	P1	1,888.42	1,888.42	10,988.12
		** JOB TOTALS **		1,888.42 **	1,888.42 **	10,988.12 **

STATE

RIDDLE RD-GENESEE ST MEDFORD CONT NO

315	1963	905	00 N 9		11,410.15	39.85CR
315	1963	910	00 N 9		11,410.15CR	39.85
315	1963	914	00 N 9		15,000.00CR	33.06
315	1963	920	00 P 1			33.06
315	1963	921	00 P 1			66.12
		TOT	P1			66.12
		** JOB TOTALS **		**	**	66.12 **

9-79

3042 10-26-79

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-1502(1)

STATE PROJECT NO.
See below

COUNTY NAME
Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
80288

FROM:
G. L. Green, Division Administrator

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 2'79
REFER TO
Mechanical
FOR
Info | Invest | R/D | D/R | Spn | Agt | File

10-2 orig

DATE PS&S APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-11-78	9-26-79	Non Federal-aid	City Street

GENERAL LOCATION:
3rd STreet - 6th Street (Central Point) Section

GENERAL DESCRIPTION OF WORK:
Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 9-20-79 that provisions of the FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-26-79	G. K. Hansen	for Division Administrator

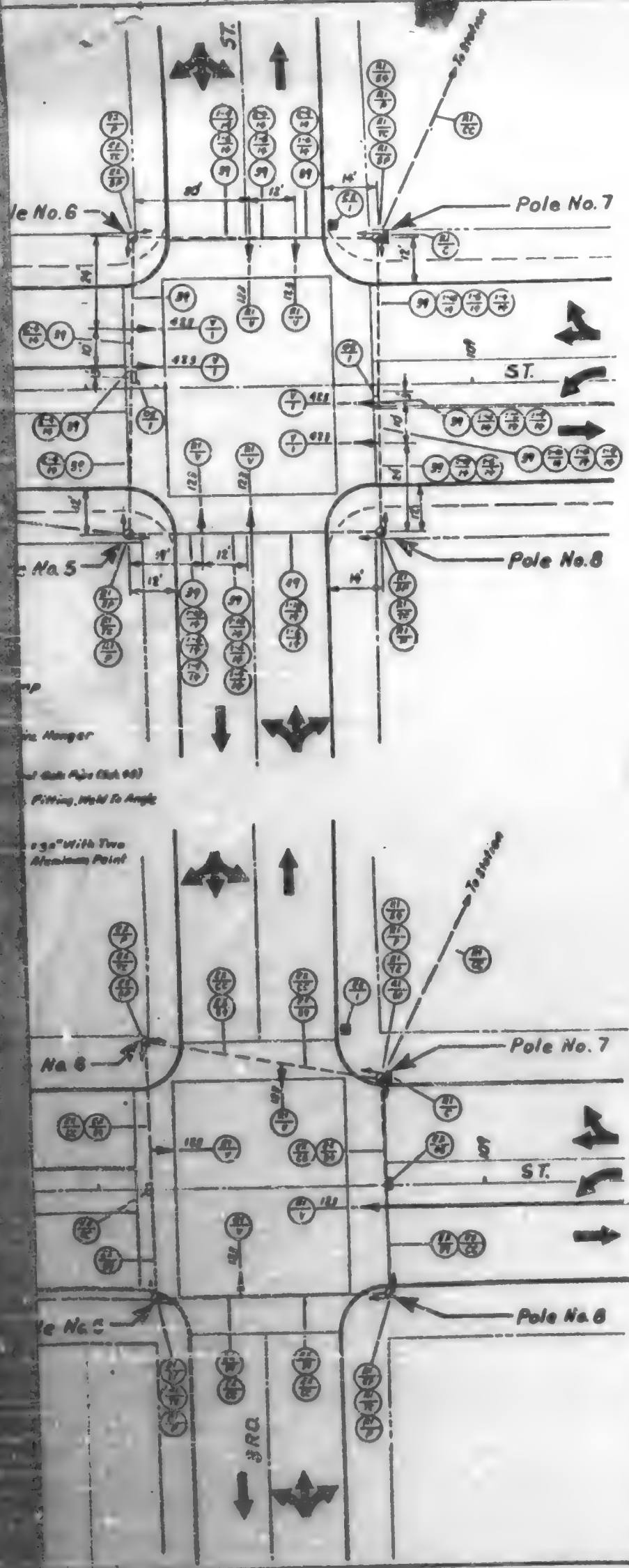
FORM FHWA-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1973—781-616

9042 9-21-79

EXISTING & REVISED SIGNAL PLANS
E. PINE ST. AT 3RD. & 4TH. STREETS

SCALE 0 20 40 80 FEET



Dave Kuhn

CITY APPROVAL

9 21 79

DATE

LEGEND

- Existing wood power pole (maintain and protect)
- Existing left arrow "ONLY" sign (remove)
- Existing power pole (power source-maintain and protect)
- Existing metal strain pole (maintain and protect)
- Existing terminal cabinet (maintain and protect)
- Existing pedestrian signals (maintain and protect)
- Existing messenger cable (remove)
- Existing control cables (remove)
- Existing two-phase, pretimed controller in pole mounted cabinet (remove and reinstall as required)
- Existing metal strain pole (remove and reinstall)
- Existing terminal cabinet (remove and reinstall as required)
- Existing pedestrian signals (remove and reinstall as required)
- Existing service cabinet and meter base (remove and reinstall as required)
- Existing three section vehicle signal (remove and reinstall for Phase 2)
- Install 3/8" galvanized steel messenger cable
- Install (X) - (N) wire No. (G) control cables
- Install Phase 1 vehicle signal
- Install "LEFT TURN YIELD TO ONCOMING TRAFFIC" sign
- Existing control cable (remove and reinstall)

X = Number shown
N = Number of conductors shown
G = AWG size shown

188 = 8" R, 8" Y, 8" G
488 = 12" R, 8" Y, 8" G

PRELIMINARY COPY

SUBJECT TO CHANGE AUG 20 1979

APPROVED

TRAFFIC ENGINEER 9-20-79

DATE

OREGON STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INSTALLATION

3RD ST.-6TH ST. (CENTRAL POINT) SEC.

CITY STREET (E. PINE ST.)

JACKSON COUNTY

DATE August 1979

ACCOMPANIED BY DWGS. 1979-1978-A

REVISED

T.E. DWG. NO. 4414

Section 9042 3rd St. - 6th St (Central Point) Programming Estimate $ _____

Highway City St. (E. Pine St.) Project Length 0.11 miles

County Jackson 9-17-79 Completion Time 200 CD

Kind of Work Paving & Signals Est. Comp. Date June 7, '80

Prefix 315-1961 Letting Date Oct. 18, '79 Project No. SOS-1502(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

	102,650.50	AH "A"
Estimated Contract Amount	$ 108,410.50	AH "B"

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping.	900	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished _____		$ 900.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment.		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
_____		
_____		
_____		
_____		
_____		

Revised 9-14-79

	103,550.50	AH. "A"
Subtotal	$ 109,310.50	AH. "B"
	4,659.77	AH. "A"
Contingencies (4-1/2%)	4,918.97	AH. "B"
	9,319.55	AH. "A"
Engineering (8, 9, 10%)	9,837.95	AH. "B"
Subtotal	$	
Credit for _____		
	117,529.82	AH. "A"
Estimated Net Authorization, Construction	$ 124,067.42	AH. "B"

APPROVED

9-17-79 Approved by Verne Carpenter

Road Design Engineer

OREGON STATE HIGHWAY DIVISION — ~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 2

Date Sept. 14, '79

Section 3rd St. - 6th St. (Central Point) County Jackson

Kind Of Work Paving & Signals Length 0.11 mi. Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	ALTERNATE "A"					
1	Mobilization (8%)		All	All	-	7,700-
	ROADWORK					
2	Removal of Structures and Obstructions		All	All	-	15,000-
3	General Excavation		Cu. Yd.	1,765	5 25	9,266 25
4	Watering		M-Gal	50	10 00	500-
5	Aggregate Base		Ton	2,600	8 75	22,750-
6	Class "B" Asphalt Concrete		Ton	665	25 00	16,625-
7	8-inch Sewer Pipe		Lin. Ft.	150	18 50	2,775-
8	Concrete Inlets, Type CG-1		Each	3	500 00	1,500-
9	Concrete Walks		Sq. Yd.	145	16 75	2,428 75
10	Concrete Driveways		Sq. Yd.	50	25 00	1,250-
11	Concrete Curbs		Lin. Ft.	610	8 25	5,032 50
12	Extra for Asphalt Approaches		Each	4	200 00	800-
13	Adjusting Manholes		Each	2	350 00	700-
	TRAFFIC SIGNALS					
14	Traffic Signal Installation, Complete		All	All	-	16,323- ~~17,742~~

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date Sept. 14, '79

Section 3rd St. - 6th St. (Central Point) County Jackson

Kind Of Work Paving & Signals Length 0.11 mi. Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	ALTERNATE "B"					
15	Mobilization (8%)		All	All	-	8,100-
	ROADWORK					
16	Watering		M-Gal.	70	10 00	700-
17	Aggregate Base		Ton	4,100	8 75	35,875-
18	Class "B" Asphalt Concrete		Ton	1,060	25 00	26,500-
19	8-inch Sewer Pipe		Lin. Ft.	150	18 50	2,775-
20	Concrete Inlets, Type CG-1		Each	3	500 00	1,500-
21	Concrete Walks		Sq. Yd.	210	16 75	3,517 50
22	Concrete Driveways		Sq. Yd.	85	25 00	2,125-
23	Concrete Curbs		Lin. Ft.	1,060	8 25	8,745-
24	Extra ~~for~~ Asphalt Approaches		Each	6	200 00	1,200-
25	Adjusting Manholes		Each	3	350 00	1,050-
	TRAFFIC SIGNALS					
26	Traffic Signal Installation, Complete		All	All	-	16,323- +1,742-

9042

Road

E STREET IMPROVEMENT AGREEME

8-8-79

THIS AGREEMENT, made and entered into by and between JACKSON COUNTY, a political subdivision of the State of Oregon, hereinafter called "COUNTY", and the CITY OF CENTRAL POINT, a municipal corporation, hereinafter called "CITY".

WITNESSETH:

IN CONSIDERATION of the covenants herein exchanged, COUNTY and CITY hereby agree as follows:

1. The CITY shall improve Pine Street from Sixth Street to the west thereof during 1979-80, by causing the same to be paved, as far as funding limits will allow, to a width of a minimum of four lanes and by causing construction of gutters and other improvements thereon, according to the plans and specifications developed by the State Highway Department and by this reference incorporated into the within agreement.

2. The COUNTY agrees to pay to the CITY as its contribution to the cost of said improvement project, the actual cost of furnishing, in place, asphalt-concrete pavement which is estimated to be Twenty Six Thousand and Five Hundred Dollars ($26,500.00). Payment to be made upon billing by the CITY after completion of the pavement phase of the contract. Billing will be made by CITY and reimbursed by COUNTY in the amount of the actual cost to the CITY as billed by the pavement contractor.

3. CITY agrees that, upon completion of the project, it will initiate proceedings pursuant to ORS 373.270 for assumption of jurisdiction by CITY of that portion of Pine Street which has been improved, by making formal request to the COUNTY for surrender of county jurisdiction over said portion of Pine Street and to adopt all ordinances and resolutions necessary to accomplish the transfer of such jurisdiction and to accept the same upon order of the COUNTY surrendering jurisdiction, to the end that completion

of the proceedings for transfer of jurisdiction from COUNTY to CITY may be made as soon as possible after the above physical improvement of Pine Street has been completed.

4. It is understood and agreed that the portion of Pine Street east of the centerline of Tenth Street and west of the centerline of Fourth Street will remain in the jurisdiction of the COUNTY for maintenence purposes.

5. CITY'S obligation to perform hereunder is contingent upon the CITY recieving Safer Off-System Roads Grant Monies therefore in the sum of not less than $75,000.00 during the current Fiscal year.

DATED this 8th day of August, 1979.

JACKSON COUNTY, a political subdivision of the State of Oregon

BY: ITS BOARD OF COUNTY COMMISSIONERS

Carol D. Doty
Chairman

Donald J. Schofield
Commissioner

Absent
Commissioner

"COUNTY"

CITY OF CENTRAL POINT, a municipal corporation

BY: [signature]
Mayor

BY: Betty Anders 7-24-79
City Recorder

"CITY"

9042

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6658~~ 440-3399

August 7, 1979

In Reply Refer to
File No.: PRO 6

Mr. Dave Kucera
City Manager
City of Central Point
250 E. Pine
Central Point, OR 97502

Dear Dave:

Attached for your consideration and review are two sets of preliminary plans for the 3rd Street - 6th Street (Central Point) section on E. Pine Street. These plans contain bidding Alternate "A" and Alternate "B" as we have previously discussed.

If these plans appear satisfactory, please have them signed by the appropriate city officials and return them to this office.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp
attach.
cc: D.H. Moehring
George Thornton
Bill Maude

PROJECT MANAGEMENT BRANCH
ASME ☐ STE ☐
PLE ☐ BE ☐ PRE ☐
AUG 13 1979
REFERRED TO
FOR
FILE: PM FA LG.

Form 734-3125

OF OREGON

TRANSPORTATION

HWAY DIVISION

PROPOSED PROJECT

CENTRAL POINT) SEC.

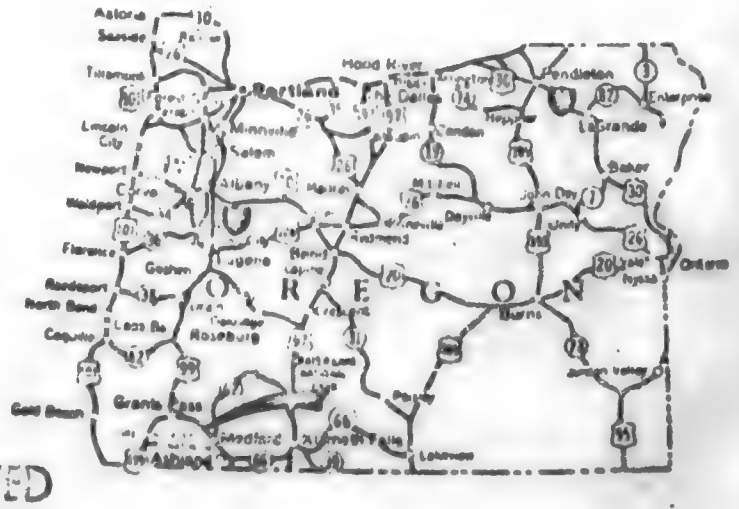
T (E. PINE ST.)

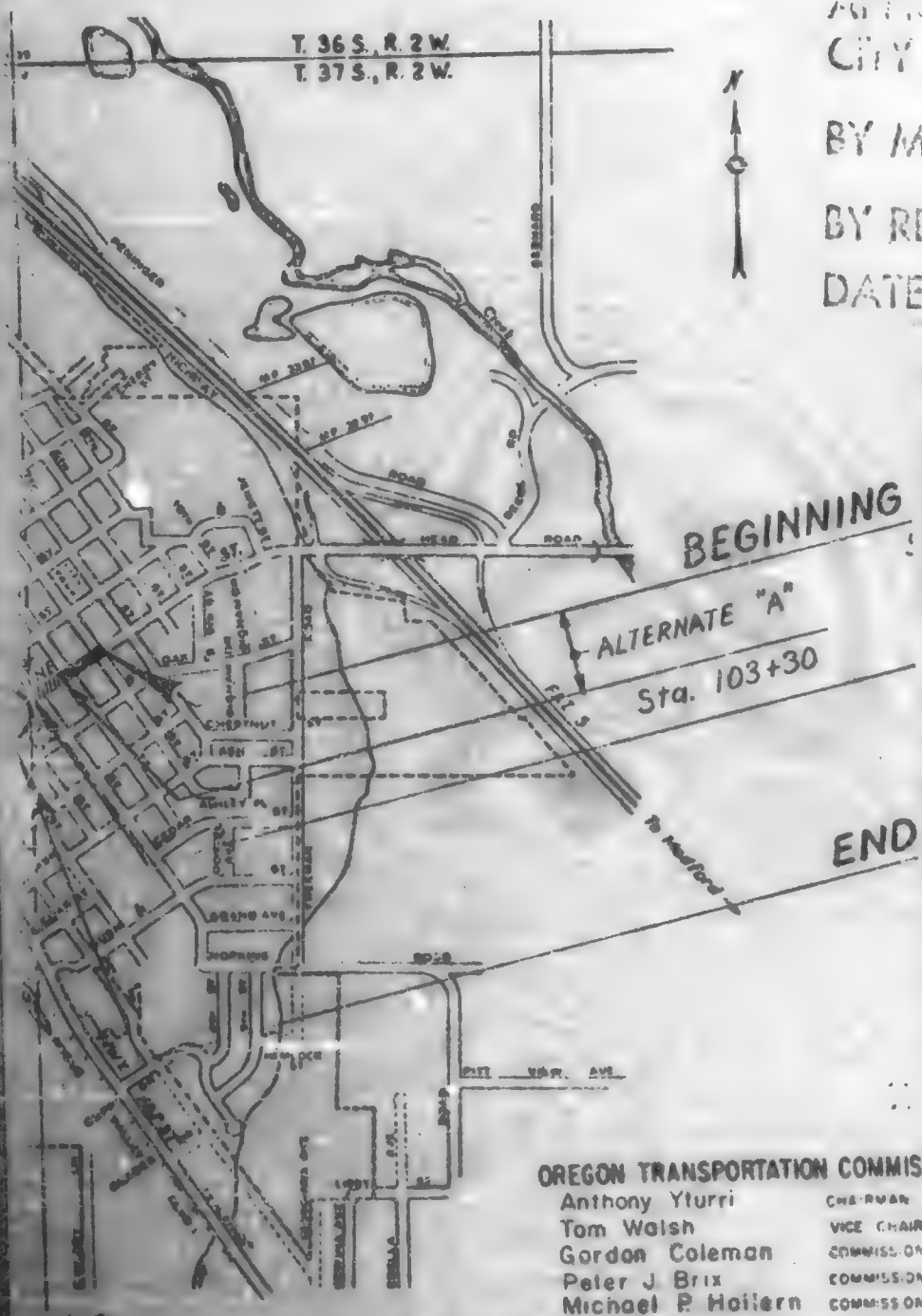
ON COUNTY

PRELIMINARY COPY
AUG 3 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

3RD ST. ~ 6TH ST. (CENTRAL POINT) SEC. CITY STREET (E. PINE ST.) JACKSON COUNTY				SHEET No. 1
FED ROAD D. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

SOS





APPROVED
CITY OF _____

BY MAYOR _____

BY RECORDER _____

DATE _____ PRELIMINARY COPY

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIR
Gordon Coleman	COMMISSION
Peter J. Brix	COMMISSION
Michael P. Hallern	COMMISSION
Fred B. Klaboe	DIRECTOR O

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 8-3-79

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lane Area)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	
Construction	Maintenance	Technical Services Engineer
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Support Services
Employee Development	Motor Vehicles	Transportation Policy & Program Development
Engineering (Design)	Organization & Manpower Services	Travel Information
Environmental	Parks & Recreation	Utilities
Equipment Shops & Storeroom	Permits & Weighmaster	
Finance (DOT)	Personnel Operations	Region Number 3
FHWA	Photocopy	District Number
	Proj. Mgmt. & Operations Planning	

ATTENTION:
Jack Ayers

FROM:
Local Programs

COMMENTS:
Please forward to city for their consideration and approval

Form 731-0022 (7/78)

9042

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 16, 1979

TO: Alfred Shirley, Jr.
Region Engineer

Attention James Gix

Ed

FROM: E. S. Hunter
Asst. State Highway Engineer
Technical Services Branch

SUBJECT: Hunter Road Improvement
City of Veneta

I have just read a copy of the June 25 letter you received from the City of Veneta which indicates that the City Council passed a motion on June 7, 1979 stating that the State Highway Department is instructed to proceed with the Hunter Road street improvement from Territorial Road to Sixth Street, subject to the City of Veneta Council's approval or rejection of any or all proposals. The letter goes on to describe two alternatives on which they wish to have bids taken.

I have no objection to taking alternative bids, as I realize that most small cities have funding problems.

I cannot, however, advertise projects subject to approval or rejection of any or all proposals by the local agency. As you know, estimates are prepared for the purpose of establishing the funds needed on a project and for the purpose of comparing against the bids received. Our standard policy is to;

(1) Award all projects which do not exceed the Engineer's Estimate more than 10 percent;

(2) Analyze all bids received which exceed the Engineer's Estimate by 10 percent and if the analysis indicates that the Engineer's Estimate was in error, award the project to the lowest responsible bidder, provided the job is cost effective at the higher price.

ROSEBURG REGION
RECEIVED
JUL 18 1979

RE	RME	RCE	ROE	TE
RUE	DES	RSR	RPR	RLE
ENV	FAE	RBI	SEC	

I have been advised by contractors that some other agencies are making a habit of taking several alternative bids and then electing not to award to the lowest responsible bidder. At least one contractor is bitterly complaining about this practice, and rightfully so. The contractor must select, from an array of projects advertised throughout Oregon, one on which he will prepare a bid. Obviously, there are other projects on which he could bid but due to estimating resources available to him, he can only bid on a limited number of the projects available. If he is the lowest bidder and the project is not awarded for some reason other than exceeding the Engineer's Estimate by more than 10 percent, he is not only out the expense of estimating the project and submitting a bid, but he is also out the possibility of obtaining another job which could have been bid in lieu of the one which has been rejected. In addition, the contractor must accompany his bid with a bid bond to ensure that he was bidding in good faith and will in actuality enter into the contract if he is the lowest responsible bidder. Otherwise, the bid bond is forfeited.

The complaint is that agencies calling for bids should call for bids in good faith; that is, there should be funds available to finance the project at least for an amount not to exceed 10 percent of the Engineer's Estimate.

I'm not sure whether you have replied to the City of Veneta or not, as the letter which I am reading indicates no reply and has carbon copies referred to Versteeg and to Stoudenmeyer. I would suggest that if the letter has not been answered, that an answer be prepared immediately and that you give instructions to your people negotiating with local agencies to lay out the ground rules for competitive bidding prior to finalizing a project.

The Veneta letter ends by saying "...We understand there is an additional charge involved..." I suspect that they are referring to the working up of two alternatives and of course the answer to that is "Yes. All engineering charges will be billed against the project."

ESH:ja

cc J. H. Versteeg

9042

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section 3rd St. - 6th St. (Central Point)
Highway City St. (E. Pine St.) County Jackson Prefix S15-1961-905
Length 893' Miles 0.17 Designer C. B. Borner Date 7/13/79
Signed ___ Title ___

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 7/16/79

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lane Ave.)	Rail
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Construction	Maintenance	Technical Services Engineer
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Support Services
Employee Development	Motor Vehicles	Transportation Policy & Program Development
Engineering (Design)	Organization & Manpower Services	Travel Information
Environmental	Parks & Recreation	Utilities
Equipment Shops & Storeroom	Permits & Weighmaster	Motor Carrier
Finance (DOT)	Personnel Operations	Region Number 3
FHWA	Production	District Number ___
	Proj. Mgmt. & Operations Planning	

ATTENTION: Jack Ayers

FROM: Proj. Mgt.

COMMENTS: This is somewhat less than the estimate we sent to you on 7/3/79 Please inform to City.

Form 731-0002 (1/78) 0***70002-734

___	$ ___	
___	$ ___	
___	$ ___	
___	$ ___	
___	$ ___	
___	$ ___	
___	$ ___	
___	$ ___	
		$ ___
		$ 76,400
		$ 15,285

+ 20 % Engineering and Contingencies

~~Structures~~

Signals	$ 20,315	
___	$ ___	
___	$ ___	
___	$ ___	
		$ 20,315
		$ ___
		$ 112,000

TOTAL ~~STRUCTURES~~ Signals

Right of Way

TOTAL ESTIMATED COST . . . . . .

Prices from Ernie Ragsdale 7/31

Est. P.E. Costs 7,000
Est. Project Cost 119,000
Less Fed Funds 64,500
Less Ad. Dep. PE 13,000
Est City share $41,500

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section 3rd St. - 6th St. (Central Point)
Highway City St. (E. Pine St.) County Jackson Prefix 315-1961-905
Length 893' Miles 0.17 Designer C. B. Barner Date 7/13/79
Signed _____ Title _____

Grading & Drainage	$ 23,127
Surfacing	$ 53,273
Extra Work	
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
TOTAL EXTRA WORK	$ —
TOTAL	$ 76,400
+20 % Engineering and Contingencies	$ 15,285
~~Structures~~	
Signals	$ 20,315
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
TOTAL ~~STRUCTURES~~ Signals	$ 20,315
Right of Way	$ —
TOTAL ESTIMATED COST	$ 112,000

Prices from Ernie Ragsdale 7/13/79

Est. P.E. Costs 7,000
Est. Project Cost 119,000
Less Fed Funds 64,500
Less Ad. Dep. PE 13,000
Est City Share $41,500 ±

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date 2/13/79

Section 3rd St. - 6th St. (Central Point) County Jackson

Kind Of Work Grading, Paving & Signals Length 893' Name C.B. Barner

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (8%)	110	All	100%	5,696.00	5,696
2	Watering	233	M-Gal.	69	10.00	690
3	Aggregate Base	304	Cu.Yd.	2,729	11.00	30,019
4	Class "B" Asphalt Concrete Mixture	403	Ton	1,054	14.00	14,756
5	Asphalt Cement In Mixture	403	Ton	69	112.00	7,728
6	Asphalt In Tack Coat	407	Ton	0.4	200.00	80
7	Concrete Walks	608	Sq.Yd.	209	20.00	4,180
8	Concrete Driveways	608	Sq.Yd.	83	26.00	2,158
9	Concrete Curbs	609	Lin.Ft.	1,058	8.50	8,993
10	Extra For Asphalt Approaches	610	Ea.	6	250.00	1,500
11	Adjusting Manholes	628	Ea.	3	200.00	600

TOTAL TO DATE JOB COST SUMMARY — MAY 1979 — PAGE 699

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	315	1957	905	00 P 1		120.44	120.44
	315	1957	907	00 P 1		175.44	175.44
	315	1957	909	00 P 1		877.84	877.84
	315	1957	910	00 P 1		140.75	292.66
	315	1957	913	00 P 1		32.32	32.32
	315	1957	920	00 P 1		19.63	19.63
			TOT	P1		5,328.39	9,463.63
			TOT	N1		75.98	75.98
			** JOB TOTALS **		**	5,454.37 **	9,529.51 **
ROGUE RIVER-VARIOUS CITY STS CONT NO			FA PROJ NOS SOS 501001 100				STATE
	315	1959	296	00 N 9		280.00	280.00
	315	1959	296	00 N 9		4,740.00CR	4,740.00CR
	315	1959	298	00 N 9		3,960.00	3,960.00
	315	1959	901	00 P 1		4,201.44	4,201.44
	315	1959	905	00 P 1		1,857.05	1,857.05
	315	1959	910	00 P 1		111.10	111.10
	315	1959	914	00 P 1		69.03	69.03
	315	1959	920	00 P 1		46.38	46.38
	315	1959	921	00 P 1		280.72	280.72
	315	1959	922	00 P 1		31.03	31.03
	315	1959	922	00 N 1		6.64	6.64
			TOT	P1		6,596.75	6,596.75
			TOT	N1		6.64	6.64
			** JOB TOTALS **		**	6,603.39 **	6,603.39 **
3RD-6TH ST CENTRAL POINT CONT NO			FA PROJ NOS SOS 502001 100				STATE
	315	1961	295	00 N 9		1,000.00	1,000.00
	315	1961	296	00 N 9	283.81CR	6,179.36CR	6,179.36CR
	315	1961	298	00 N 9	283.81	5,179.36	5,179.36
	315	1961	901	00 P 1		4,216.63	4,216.63
	315	1961	910	00 P 1	143.84	1,372.39	1,372.39
	315	1961	920	00 P 1		12.14	12.14
	315	1961	923	00 P 1	154.42	581.34	581.34
			TOT	P1	298.26	6,182.50	6,182.50
			** JOB TOTALS **		298.26 **	6,182.50 **	6,182.50 **
BIDDLE RD-GENESEE ST MEDFORD CONT NO			FA PROJ NOS M 470001 100				STATE
	315	1963	296	00 N 9	11,411.60CR	11,450.00CR	11,450.00CR
	315	1963	298	00 N 9	11,411.60	11,450.00	11,450.00
	315	1963	904	00 P 1	36,235.00	36,235.00	36,235.00
	315	1963	910	00 P 1		31.37	31.37
	315	1963	920	00 P 1		13.40	13.40
			TOT	P1	36,235.00	36,279.77	36,279.77
			** JOB TOTALS **		36,235.00 **	36,279.77 **	36,279.77 **

9042

FORM 81-724-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

July 12, 1979

FILE: PRO 6

FROM: JACK AYRES
Regional Federal-Aid Engineer

TO: MEMO TO THE FILES

SUBJECT: 3rd St. - 6th St.
(Central Point)
Off-System Road Project
Jackson County

Sept 20

Yesterday, July 11, 1979, I received a telephone call from Dave Kucera, City of Central Point, concerning the subject Off-System Road project. Mr. Kucera indicated that they would proceed with the project based on Salem's latest revised estimate of $122,000 even though the City of Central Point does not have $122,000 to finance this project should the bids approach that figure.

It is the City's contention that Salem's estimating figures are out of line with costs that can be received in the Medford area. On this basis Mr. Kucera has instructed me to proceed with this project at $122,000. If the bids come in at or near the $122,000 figure, the City plans to reject all bids and do the job themselves. The City has been advised of the consequences of this type of operation.

ja/cp

cc: D.H. Moehring
George Thornton
Bill Maude

Discussed with J X Wilson.
He will investigate & advise.
(We cannot be in the position of advertising a job with the knowledge that it cannot be funded up to our estimate.) 7-13-79

PROJECT MANAGEMENT

PME ☒ CCE ☒ OM ☐
LGE ☐ FAE ☒ OPE ☐

JUL 13 1979

File: PM FA
LG OP

TAA

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION 3 th. - 6th. st. Central Point UNIT OR PART 3th. - 6th. st. Central Point SHEET 1 OF 1

HIGHWAY East Pine St. PROJECT 315-1961-901 COUNTY Jackson

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1		Mobilization (8%)	Lump Sum	100%		6,300 6,603 ~~$6,910.00~~
		ROADWORK				
2		P. C. Conc. Walks	Sq. Yds.	195	18 ~~$12.15~~	3,510 ~~$2,369.00~~
3		Sidewalk Ramps	Each	8	250 ~~$750.00~~	2,000 ~~$6,000.00~~
4	✓	Trench Excavation By City	Cu. Yds.	31	15 ~~$10.35~~	465 ✓ 0 ~~$330.00~~
5	✓	8" Sewer Pipe "	Lin. Ft.	136	12 ~~$5.25~~	1,632 ✓ 0 ~~$715.00~~
6	✓	Conc. Inlets "	Each	3	600 ~~$400.00~~	1800 ✓ 0 ~~$1,200.00~~
7		Conc. Curbs	Lin. Ft.	980	9 ~~$4.45~~	8,820 ~~$4,360.00~~
8		Conc. Driveways	Sq. Yds.	135	26 ~~$14.30~~ 200	3,510 ~~$1,950.00~~ 600
9		Adjusting Manholes	Each	3	~~$172.60~~	~~$520.00~~
10		Base Rock	Cu. Yds.	1920	13 ~~$7.50~~	24,960 ~~$14,400.00~~
11		Class "B" Asphalt Conc.	Ton	1000	35 ~~$26.50~~	35,000 ~~$26,500.00~~
		~~Sigant~~ Etc (20%)				17,300 18,100
12		Traffic Siganl Installations	Lump Sum	All	Lump Sum	20,000 ~~$20,000.00~~
						~~$98,255.00~~
						122,000 +27,000
		Est. Cost w/City work deleted 7/2/79				$122,000

Prices from G. Sanford 6/26/79
Signal Estimate from Traffic 6/21/79

To Region 7/3/79 ✓

7-3-79

9042

9042

April 2, 1979

Jack Ayres
Region 3 Federal Aid Specialist

for Gerald Wimer
Local Government Manager

3rd Street-6th Street Section
Off-System Project
Central Point

Federal regulations do allow for the possibility of a local agency letting and awarding their own contracts on Federal Aid projects. We have, in fact, allowed this to be done in Bend once on a past FAU project and again on an on-going FAU project. We still try to discourage this practice, however, because of the problems encountered.

If the City of Central Point calls for bids, awards and administers the project, they must satisfy Region that they have the staff and the capabilities to administer a contract pursuant to Federal and State policies and procedures. It will be Region's responsibility to establish that the City has those capabilities and then to appoint a liaison or monitoring engineer to make sure that the City complies with all the rules and regulations.

We will need a new agreement setting forth the method of contract supervision and payment, engineering services, advance deposits, and any other stipulations that might arise.

Should Central Point be allowed to let and award their own contract we can follow Secondary Road Plan procedures, which are not as complex as FAUS. With the State performing both preliminary and construction engineering, I would assume the following procedures would be followed:

1. State completes final plans, specifications and estimates.

2. State sends City copies of the printed plans and bid proposals.

3. City advertises three weeks prior to the selected bid opening date.

4. City opens bids, selects successful low bidder, and asks State's concurrence.

5. State concurs, and sends contract documents to City.

6. City awards and administers contract.

7. State performs construction engineering.

8. If City performs construction engineering, State provides monitor.

As I see it, if the State performs all of the engineering functions for the City many of the problems that we had with Bend would be automatically solved for Central Point. With these things in mind we would go along with Region's recommendation.

WHP:pf

9042

52 800
77.00

Location Narrative

3-79

3rd Street-6th Street (Central Point)
Federal Off-Systems Jackson County
Prefix 315-1961

This project began with the intent to widen and rebuild three blocks of city streets to four lanes with parking on both sides. Also two of the intersections are signalized and the existing signal installations will have to be relocated.

The immediate problem on this project was that in the preliminary estimate the city allowed $1,000 for the signal revision and the traffic sections estimate was $31,000. At this time the signal data is in traffic section for an update and it is anticipated that the use of salvaged material will bring the cost down to between $20,000 and 24,000.

With the signal work requiring a large percentage of the available money many options were explored in attempting to rebuild the three blocks. This was impossible and the project has been reduced to 4th Street-6th Street, plus the signal revision at 3rd Street. In order to receive the maximum benefits from a grant the city will do a considerable amount of work. They are to do the protection and direction of traffic, removal of structures and obstructions, all concrete sawing, the general excavation and the permanent signing. To be done under contract will be furnishing and placing of base rock, asphaltic surfacing, drainage and all concrete work. The contract will also include the signal revisions.

on Pine St.

The cost of the asphaltic pavement will be paid by Jackson County. All remaining items will be per our standard specifications with the exception of the concrete items. The city has requested the use of a 3/4", 2,500 PSI concrete as it is the city standard and has proved satisfactory. They also are requesting their standard curb and gutter section and their driveway design be used.

The cost estimate is based on bids received by the city on a two block project on May 10, 1979. A small increase was added and one dollar per ton was added to the asphal price to allow for an increase in the cost of liquid asphalt. With the exception of the signal work the costs should be very near the bid prices.

The signal cost estimate is based on a phone call and is for only two existing poles to be salvaged. It is hoped that the design will allow all eight of the poles to be reused and the cost will drop to the $22,000 area.

WM/sh

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION 3 th. - 6th. st. Central Point UNIT OR PART 3th. - 6th. st. Central Point SHEET 1 OF 1

HIGHWAY East Pine St. PREFIX 315-1961-901 COUNTY Jackson

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1		Mobilization	Lump Sum	100%		$6,910.00
		ROADWORK				
2		P. C. Conc. Walks	Sq. Yds.	195	$12.15	$2,370.00
3		Sidewalk Ramps	Each	8	$750.00	$6,000.00
4		Trench Excavation	Cu. Yds.	31	$10.35	$330.00
5		8" Sewer Pipe	Lin. Ft.	136	$5.25	$715.00
6		Conc. Inlets	Each	3	$400.00	$1,200.00
7		Conc. Curbs	Lin. Ft.	980	$4.45	$4,360.00
8		Conc. Driveways	Sq. Yds.	135	$14.40	$1,950.00
9		Adjusting Manholes	Each	3	$172.60	$520.00
10		Base Rock	Cu. Yds.	1920	$7.50	$14,400.00
11		Class "B" Asphalt Conc.	Ton	1000	$26.50	$26,500.00
		Siganl				
12		Traffic Siganl Installations	Lump Sum	All	Lump Sum	$28,000.00
						$93,255.00

9042

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

PHONE 776-6001

WM.H.MAUDE, RESIDENT ENGINEER * P.O. BOX 368, MEDFORD, OREGON 97501

March 12, 1979

Dave Kucera, City Administrator
City of Central Point
250 E. Pine Street
Central Point, Oregon 97502

Re: Letter of March 7
3rd St-6th St
Central Point

Dear Dave:

In reply to your letter of March 7, we have not yet received a determination on whether or not the city can be the prime contractor on a federal aide project. I will forward your letter to the federal aid engineer and it may assist in shortening the time required for the answer. The other requests are simpler to resolve and we will shorten the project as requested and recommend the cities standard curb.

I will contact Vern Capps for his cost estimate for work that the city can perform and proceed with the preliminary engineering. Upon receipt of any information on this project I will forward it to you promptly.

cc: A. Shirley Jr.
J. Ayres

WM/sh

Yours truly

Wm. H. Maude

Wm. H. Maude P.E.
Resident Engineer

PROJECT ENGINEER
FILE
LOG

ROSEBURG REGION
RECEIVED
MAR 13 1979

RE	RME	RCE	ROE	TE
HOE	DES	RSR	RPR	RLE
ENV	FAE	RBI	SEC	

IRA Prange
If Bond can, so can Central Point. Takes a new agreement. Draft letter for my signature pointing out to Ayres the steps to satisfy FHWA
I discourage!
Copy to Reynoldson

Form 21-224-3122

250 E. PINE ST CENTRAL POINT, OREGON 97502 PHONE 664-7201

7 March 1979

Bob Carstensen
Director
Jackson County Public Works Department
200 Antelope Road
White City, Oregon 97501

Dear Bob:

Due to lack of funding we are forced to limit our scope in the Pine Street Improvement Project to two blocks- between Third and Fifth. We would still appreciate the County providing a share of the Project in an amount equal to the cost of providing asphalt. We estimate that to be $26,000.00. We have asked the State for another detailed cost estimate on the 2-block project.

We hope you will be able to include this amount in your next year's budget.

As before, the City intends to accept jurisdiction over the Street upon completion.

Sincerely yours,

The City of Central Point

Dave Kucera
City Administration

DK:ris
cc: Council reading file
V. Capps - P.W. Supt.
Pine Street file
B. Maude

Oregon State Highway Division Res. Engineer
REC'D _____ Medford
MAR 12 1979
2 3 4 5 6 7 8 9
Res. A Res A Res. Office

CITY OF CENTRAL POINT OREGON 1889

250 E PINE ST. CENTRAL POINT, OREGON 97502 PHONE 664-1201

THE HEART OF THE
ROGUE RIVER VALLEY

7 March 1979

Bill Maude
Regional Construction Engineer
Oregon State Dept. of Highways
2690 No. Pacific Highway
Medford. Oregon 97501

Dear Bill:

Central Point's construction estimate for Pine Street Improvement project; Third to Sixth, still was not within the range of our financial ability.

Therefore, we request the project be dropped back to include the two (2) blocks from Third to Fifth.

We also request that the street section include crushed rock and asphalt sufficiently to handle projected traffic volumes and loading.

By this letter we are also requesting, if possible, that the City act as primary contractor on the project in subletting asphalt and concrete work. This will enable us to reduce the project costs within our funding ability.

We are also requesting that concrete curbs be to City-standard; an example is attached.

City of Central Point is anxious to work with you and the County in improving this street and we would appreciate a revised construction estimate for our review.

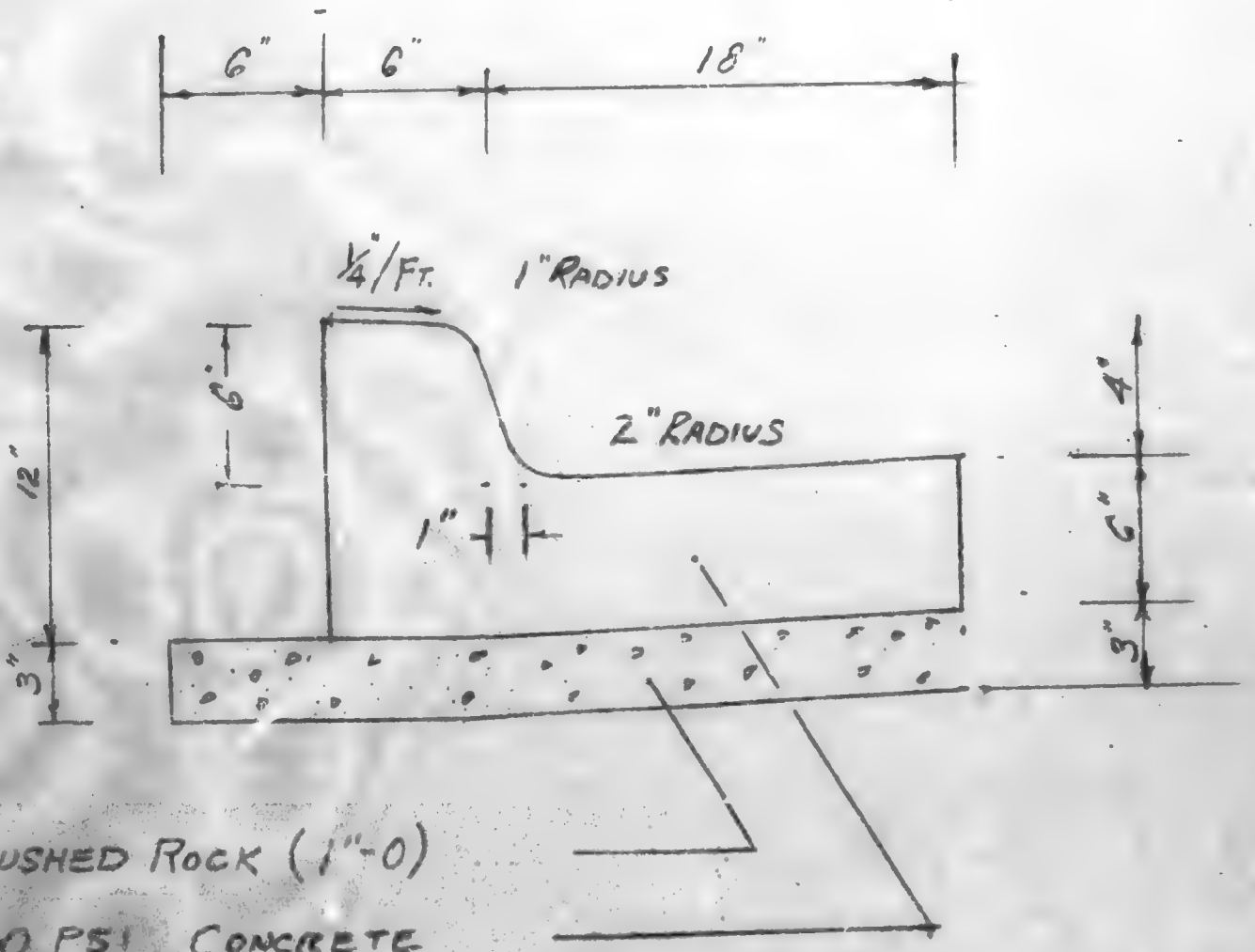
Sincerely yours,

The City of Central Point

Dave Kucera
City Administrator

Oregon State Highway Division Res. Engineer
REC'D Medford
MAR 12 1979
1 2 3 4 5 6 7 8 9
Res. A Res A Res. Office

DK:ris
ec: Council reading file
V. Capps, R. Carstensen
Pine Street file



CRUSHED ROCK (1"-0)

2500 PSI CONCRETE

CURB CUT AT 10' AND EXPANSION JOINT AT 60'

APPROVED J.A.

COMBINED
CURB & GUTTER

SCALE: 1"=8"

CITY OF
CENTRAL POINT, OREGON

STANDARD
CONSTRUCTION DRAWING

9042

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

cc D.E. Swan
C.T. Kinsey
Roger Trygstad 2015

12-29-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SCS 2015
Project Name 3rd St.,-6th St. (Central Point) City Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Central Point, Oregon, this 27th day of December, 1978

Certified By:

Regional Right-of-Way Supervisor
Date 12-29-78

City of Central Point

Jack W. Snook
Jack W. Snook — Mayor

Betty Anders 12-27-78
Betty Anders — City Recorder

Dave Kanen
City Atty.

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

9042

Form 734-1191 (Rev. 5/77)

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

OREGON STATE HIGHWAY DIVISION

DATE	BILLING REQ. NO.	YOUR ORDER NO.
10-13-78	CC 1898	

CREDIT DISTRIBUTION

BILL TO: Code:

City of Central Point

City Hall

Central Point, Oregon 97502

Att: Mr. Dave Kucera-City Manager

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the PE for the 3rd St. to 6th St. Section. SOS-1502(1)			

AD 491

Advance Deposit Amount	$ 1,300.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 1,300.00
Transfer to Highway Fund	$ 1,000.00
Refund Due	$
Partial or final request for billing	
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

Gerald W. Wimer

Gerald W. Wimer

SP*35736-734

DIRECTOR'S FILE

September 11, 1978

The Honorable Isabel N. Sickels
Jackson County Commissioner
County Courthouse
Medford, Oregon 97501

Dear Isabel:

Your August 31 letter clearly details Jackson County's and the City of Central Point's plan to four-lane Pine Street each direction from the Interstate interchange next summer. You each are to be commended for your progress on these needed improvements.

The Department of Transportation will attempt, as we stated March 28, to seek Federal Highway Administration authorization to utilize Interstate funds within the State's right-of-way. Preliminary word indicates the presentation that justified Barnett Road will not suffice.

Our Urban Studies Unit will make a complete review to detail the strongest presentation possible. This presentation may be as early as mid-October. We will keep you advised of the progress.

Thank you again for letting us know of your and the City's planned progress.

Sincerely,

Robert A. Burco
Director of Transportation

cc Bob Carstensen
Public Works Department
Jackson County

Jack Smoak
Mayor, Central Point

Dave Hussey
City Manager
Central Point

bc F. B. Klaboe
H. S. Coulter
D. H. Moehring
Alfred Shirley
Jim Hunter

Jackson County Oregon

COUNTY COURTHOUSE / MEDFORD, OREGON 97501

BOARD OF
COUNTY COMMISSIONERS
Commissioners Office 776-7231

August 31, 1978

Robert A. Burco, Director
Oregon Department of Transportation
135 State Highway Building
Salem, Oregon 97310

Dear Bob,

Your office has been so helpful to us in Jackson County, I thought I would apprise you of our progress in widening that portion of Pine Street in Central Point on both sides of the overcrossing of Interstate 5 to a 4-lane standard.

The County Budget Committee has allocated $370,000.00 in the current General Road Budget to widen the bridge over Bear Creek to four lanes. The Board of Commissioners has authorized the Department of Public Works to join with the City of Central Point in widening Pine Street between 9th Street and Interstate 5 to a 4-lane section. Both of these projects are expected to be well underway by early summer of next year, and substantially completed by late summer.

When the bridge widening is completed over Bear Creek, it is proposed that the County will widen the section between the Bear Creek Bridge and the Interstate 5 right-of-way to a full 4-lane standard with County forces or by contract.

If all goes as planned, and it appears that it will, the County will have four lanes constructed to both sides of the Central Point Interstate 5 interchange by fall of 1979, approximately one year from now.

The Board of Commissioners would appreciate hearing from the Department of Transportation regarding any progress the State has made towards the widening of the freeway overcrossing at this location.

Warm regards,

Isabel

Isabel H. Sickels,
Commissioner

IHS:mj

cc: Bob Carstensen
Mayor and City Council of Central Point

RECEIVED
DOT OPERATIONS
SEP 01 '78
REFER TO
FOR
Sec | Asst | R/W | Eng | Sign | Act | File

stating when we are at. 7

RECEIVED
SEP 1 1978
OFFICE
DIRECTOR of TRANSPORTATION

9042

August 22, 1978

City Council
City Hall
Central Point, OR 97502

Attn: Dave Kuzera
City Manager

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the 3rd St.-6th St. Section-SOS 1502(1).

Financial sharing of the preliminary engineering is:

Total P.E.	$9,000.00
Federal Funds	7,700.00
Balance	$1,300.00
Local Share:	$1,300.00

Rec'd 9/25/78 (97F

Please make your check in the amount of $1,300.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

E. M. Miner
Local Government Manager

MM:lml

bc w/AD #491:- Vern Skoog - Please return completed AD #491 when check is received.
Region 3 Federal Aid Engineer

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

1042

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: [illegible]50S-1502(1)

STATE PROJECT NO.: See below

COUNTY NAME: Jackson

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO:

ITEM NO.: 80288

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-11-78	8-11-78	Non Federal-aid	City street

GENERAL LOCATION:
"3rd St. - 6th St. (Central Point) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering, grade, drain & high type pavement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and utility preparatory work
☒ OTHER (Specify) TEC NTE $9,000 - F.F. $7,700.
See below.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 31, 1978, letter, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $93,000 federal funds $56,800 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement of the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

Swan 8-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-11-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 3-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9042

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 31, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 80288
Project No. SOS-1502(1)
3rd Street-6th Street(Central Point)Section
Jackson County

Attached data consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage at an estimated total cost of $9,000 with an obligation of $7,700 in federal funds.

(2) Authorization for construction at an estimated total cost of $93,000 with an obligation of $56,800 in federal funds.

A copy of the State and District Clearinghouse A-95 approval letters was previously forwarded.

.DRH:psp

Attachment

cc: Alfred Shirley (Region 3)
H. Reynoldson

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-31-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
		City St., 3rd St. to 6th St.(Central Point)		10,600	17,300	98	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (67)	FH ROUTE NO. (68) (69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (8) 14	NUMBER 33 37
	PE, Gr, Dr, & H-T Pave								SOS-	1502

CARD 4	CLASS OF FEDERAL FUNDS: Safer Off-System Roads	COUNTY NAME: Jackson	CO 02 (14)
	NAME OF URBAN AREA: 17-31	ROUTE NO. N (32)	FEDERAL-AID: Non	STATE: City St.* (36) (37)	U.S. --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43 46)	STEP (53)	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42								
5					PE			0.17	9,000	7,700	1,300(city)	
5					ROW							
5					CONST (CODE) 6201		"3rd Street-6th Street (Central Point)Section"	0.17	93,000	56,800	36,200(city)	
							PROJECT TOTALS	0.17	102,000	64,500	37,500(city)	

CARD 1	CODE 1	PREPARED BY: DRH
1	14	PROGRAM APPROVAL DATES

(16) (23) (24) (33) REMARKS

*Pine St.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

7-31-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., 3rd St. to 6th St.(Central Point)	ADT	10,600	17,300	98	10	Oregon	41	680	80288
(21) (55)			(64) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

TYPE OF WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	Y, Projects Only: POST MI.	DESIG.
H-T Pave								SOS-	1502	(1)		
(62)	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	(14) (23)	(7) (13)		(24) (26)	(27)

FDS	COUNTY NAME	CODE	PROGRAM STAGE
Safer Off-System Roads	Jackson	029 (14) (16)	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
N	Non (32)	City St.* (36) (37)	-- (41)

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(46)	(53)		(54) (58)	(59) (66)	(67) (76)			
PE			0.17	9,000	7,700	1,300(city)		
ROW								
CONST (CODE) 6201		"3rd Street-6th Street (Central Point)Section"	0.17	93,000	56,800	36,200(city)		ROW-80' nominal; Access Control-none; Parking Restrictions-None.
BY DRH		PROJECT TOTALS	0.17	102,000	64,500	37,500(city)		

APPROVAL DATES (16) (23) (24) (33)

REMARKS

*Pine St.

(Over)

USCOMM GUSCOMM-DC 48905-P61

3RD STREET-6TH STREET(CENTRAL POINT)SECTION
PROJECT NO. SOS-1502(1)

FHPM 7

Existing Facility: Bituminous surfaced roadway 52-ft. curb to curb providing 2 lanes of traffic, left turn lanes and parking on both sides. PCC sidewalks on both sides of roadway.

Adjacent Sections:
West end--Same as existing facility.
East end--Bituminous surfaced roadway 64-ft. curb to curb.

Note:

Project Data: The work under this project consists of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility forces and archeological salvage.

(2) Grade, drain, base and high-type pave required to reconstruct the existing facility to a 64-foot curb to curb roadway to provide 4 travel lanes with parking on both sides, sidewalks and incidental work common to this type of project. Adjustment of utilities as required.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Medford Municipal Airport lies within 2 miles east of the project. However, no conflict with the operation of the airport is anticipated from this project.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on May 4, 1978.

FHPM 4-1-4 Requirements: State and District 8 Clearinghouse approvals dated July 10, 1978 and July 14, 1978 respectively.

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reconstruct
adway to
sidewalks
Adjust-

Recreational

t of the
e airport

in by FHWA

approvals

FHPM 7-7-5 Requirements:

(1) Public Hearings--Not required under Oregon Action Plan.
(2) Location/Design--Not a factor in the development of this project.

Note: (1) This project is in Congressional District No. 4.
(2) Included in FY78 Annual Program under "Statewide Safer Off-System Roads" in rural areas.

9042 Central Point

FORM 81-758.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Medford

July 24, 1979

FROM: Wm.H.Maude
Resident Engineer

SUBJECT: Cost Estimates
3rd St-6th St
Central Point

TO: J.H.Versteeg
Head of Engineering

Attn:W.Cole

Attached is a copy of a letter from E.S.Hunter, stating he is not opposed to letting contracts containing various options.

Please make up estimates for this contract containing two options. 1. All signal work plus grading, base rock, paving sidewalks and driveways for the block of 5th to 6th and including the 5th street intersection. The city will do the concrete sawing and the control of traffic only.

2. As the present proposal, with the city doing concrete sawing, removal of structures and obstructions, excavation and traffic control and the contractor to do the signal work base rock, asphalt surfacing and all concrete items.

wm/sh

cc:D.Kucera
A.Shirley Jr.

NOTED
W. E. COLE

Cole

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 27 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

REFERRED TO

Board, Bourikas, Cole, Eaton, Sample, Erikson, Watson, Hager, Dorn, Lou, Memo, Memos to File Copy Due

BY FINAL DESIGN ENGINEER

Form 61 6-14-1030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 16, 1979

TO: Alfred Shirley, Jr.
Region Engineer

Attention James Gix

Ed

FROM: E. S. Hunter
Asst. State Highway Engineer
Technical Services Branch

SUBJECT: Hunter Road Improvement
City of Veneta

I have just read a copy of the June 25 letter you received from the City of Veneta which indicates that the City Council passed a motion on June 7, 1979 stating that the State Highway Department is instructed to proceed with the Hunter Road street improvement from Territorial Road to Sixth Street, subject to the City of Veneta Council's approval or rejection of any or all proposals. The letter goes on to describe two alternatives on which they wish to have bids taken.

I have no objection to taking alternative bids, as I realize that most small cities have funding problems.

I cannot, however, advertise projects subject to approval or rejection of any or all proposals by the local agency. As you know, estimates are prepared for the purpose of establishing the funds needed on a project and for the purpose of comparing against the bids received. Our standard policy is to:

(1) Award all projects which do not exceed the Engineer's Estimate more than 10 percent;

(2) Analyze all bids received which exceed the Engineer's Estimate by 10 percent and if the analysis indicates that the Engineer's Estimate was in error, award the project to the lowest responsible bidder, provided the job is cost effective at the higher price.

ROSEBURG REGION
RECEIVED
JUL 18 1979

RE	RME	RCE	ROE	TE
RUE	DES	RSR	RPR	RLE
ENV	FAE	RBI	SEC	

I have been advised by contractors that some other agencies are making a habit of taking several alternative bids and then electing not to award to the lowest responsible bidder. At least one contractor is bitterly complaining about this practice, and rightfully so. The contractor must select, from an array of projects advertised throughout Oregon, one on which he will prepare a bid. Obviously, there are other projects on which he could bid but due to estimating resources available to him, he can only bid on a limited number of the projects available. If he is the lowest bidder and the project is not awarded for some reason other than exceeding the Engineer's Estimate by more than 10 percent, he is not only out the expense of estimating the project and submitting a bid, but he is also out the possibility of obtaining another job which could have been bid in lieu of the one which has been rejected. In addition, the contractor must accompany his bid with a bid bond to ensure that he was bidding in good faith and will in actuality enter into the contract if he is the lowest responsible bidder. Otherwise, the bid bond is forfeited.

The complaint is that agencies calling for bids should call for bids in good faith; that is, there should be funds available to finance the project at least for an amount not to exceed 10 percent of the Engineer's Estimate.

I'm not sure whether you have replied to the City of Veneta or not, as the letter which I am reading indicates no reply and has carbon copies referred to Versteeg and to Stoudenmeyer. I would suggest that if the letter has not been answered, that an answer be prepared immediately and that you give instructions to your people negotiating with local agencies to lay out the ground rules for competitive bidding prior to finalizing a project..

The Veneta letter ends by saying "...We understand there is an additional charge involved..." I suspect that they are referring to the working up of two alternatives and of course the answer to that is "Yes. All engineering charges will be billed against the project."

ESH:ja

cc J. H. Versteeg

9042

OREGON DEPARTMENT OF TRANSPORTATION

NOISE STUDY REPORT

Project 3rd Street-6th Street | Preparer Gerald Morrison

Highway Pine Street | Date 7-19-79

County Jackson | City Central Point

Project Description:

The project will widen and resurface three blocks of Pine Street. The existing two lane facility will be widened to four lanes and will include on-street parking. The project is a continuation of the abutting easterly street section.

Existing Land Use Activities:

Pine Street is lined with roadside businesses within the project area. Land use adjacent to this route is of a commercial nature and consists of retail stores, police station, savings and loan, banks, and similar types of businesses. Exceptions to commercial use are a masonic lodge, grange hall, and one house.

Traffic Data:

	No-Build		Build	
	19 80 (year)	2000 (year)	19 80 (year)	2000 (year)
Design Hourly Volume				
Autos				
Speed				
Peak Truck Hour				
Autos	578	876	578	876
M. Trucks	17	26	17	26
H. Trucks	25	38	25	38
Speed	25 mph	25 mph	25 mph	20 mph

Traffic Noise Levels:

Measured Leq Noise Level		Distance from Center Line	Volume			
Measured	Model Prediction		Autos	Med. Truck	Heavy Truck	Speed
65 dBA	64 dBA	45 feet	657	27	9	30 mph

	No-Build		Build	
	19 80 (year)	2000 (year)	19 80 (year)	2000 (year)
Leq Level Along R/W Line (40 feet from ℄)	65	65	65	67
Leq 67 dBA Contour Location (Distance from centerline)	25 ft.	25 ft.	25 ft.	40 ft.

Traffic Noise Impacts:

The peak truck hour noise level is projected to equal the Leq 67 dBA by 2000 at the right-of-way line. This noise level does not exceed the Leq 67 dBA design level (this level is given in FHPM 7-7-3 as maximum level for residences, schools, churches, and other activities listed in category "B"). [redacted] traffic noise impacts are anticipated for this project.

Traffic Noise Mitigation:

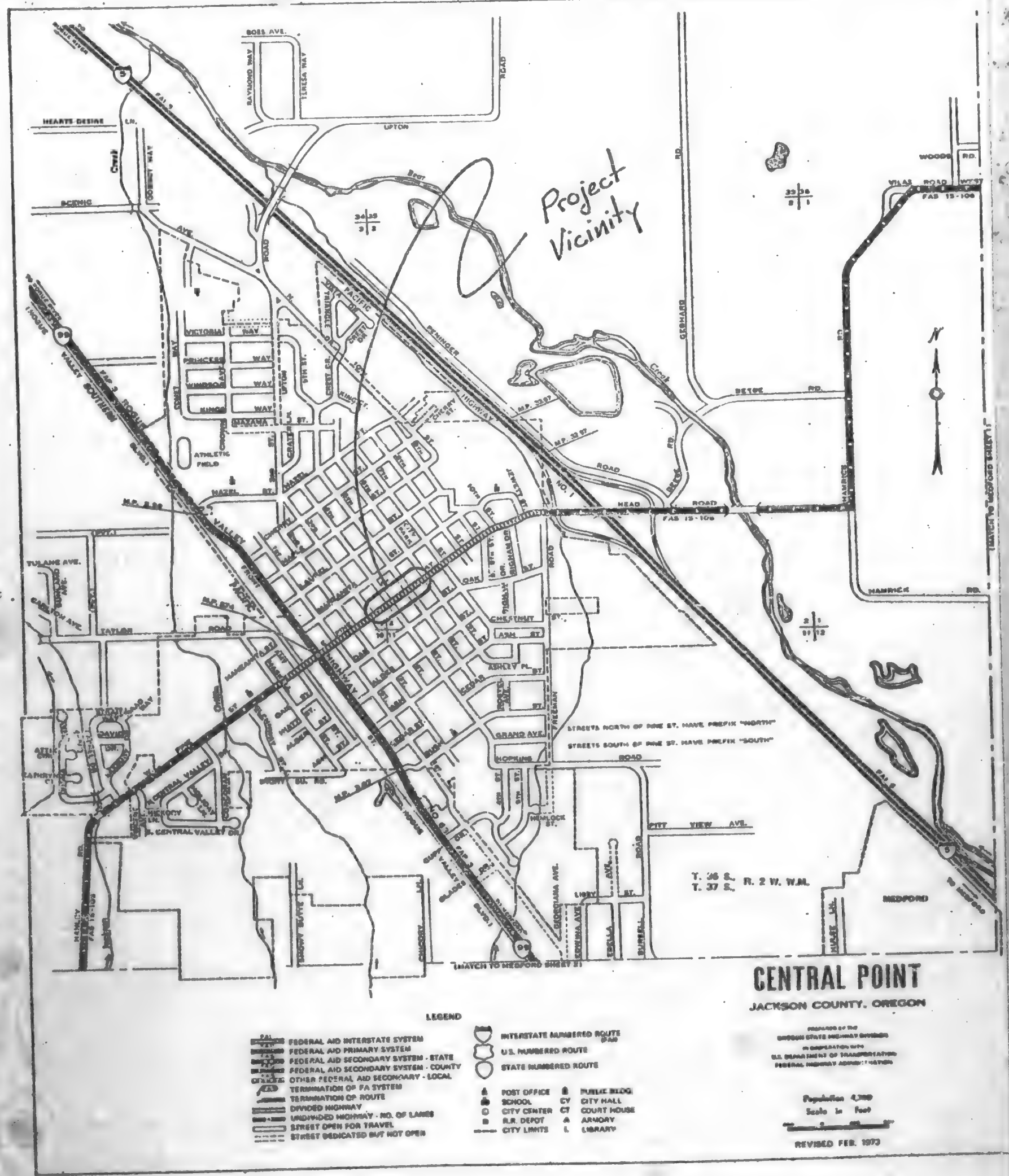
[redacted]

Construction Noise - Impacts and Mitigation:

Developed areas adjacent to Pint Street will be exposed to high noise levels from individual pieces of construction equipment. Time constraints on construction during nighttime periods may not be desirable due to the disruption to roadside business that construction would cause during the day. [redacted] the ability to restrain nighttime and weekend construction activities will be left to the discretion of the resident engineer.

Local Coordination:

A copy of this report will be sent to: City of Central Point
Jackson County Planning Department


Project Vicinity
BOSS AVE.
RAYMOND WAY
TERESA WAY
UPTON
HEARTS DESIRE LN.
SCENIC
CREST WAY
AVE
ROAD
PACIFIC HIGHWAY
PENINGER
Creek
GERHARD RD.
WOODS RD.
WILAS ROAD
FAS 15-106
BESSE RD.
HIGHWAY
MP. 33.97
ROAD
HEAD
FAS 15-106
HANRICK RD.
VICTORIA WAY
PRINCESS WAY
WINDSOR WAY
KINGS WAY
ATHLETIC FIELD
HAZEL ST.
MP. 8.86
VALLEY
TULANE AVE.
TAYLOR
ROAD
MP. 8.74
OAK
CHESTNUT
ASH ST.
ASHLEY PL.
GRAND AVE.
HOPKINS
ROAD
STREETS NORTH OF PINE ST. HAVE PREFIX "NORTH"
STREETS SOUTH OF PINE ST. HAVE PREFIX "SOUTH"
HIGHWAY 99 NO.
MP. 9.62
HEMLOCK ST.
PITT VIEW AVE.
CENTRAL VALLEY
N. CENTRAL VALLEY DR.
HENLEY LN.
HENLEY
FAS 15-105
SUNNY SLOPE LN.
CHERRY LN.
SUNNY VALLEY
BLVD.
MP. 9.92
FREEMAN
ROAD
CENTRAL AVE.
LIBBY ST.
FERRIS
BURRELL
MAPLE LN.
MEDFORD
T. 36 S.
T. 37 S.
R. 2 W. W.M.
MATCH TO MEDFORD SHEET 21
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
CENTRAL POINT
JACKSON COUNTY, OREGON
Population 4,000
Scale in Feet
REVISED FEB. 1973

1040

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation, Hwy

PROJECT TITLE: 3rd St - 6th St (Central Point)

DATE: July 10, 1978

The state has reviewed your project and reached the following conclusions:

[ ] No significant conflict with the plans, policies or programs of state government have been identified xxxx

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
STATE SOIL AND WATER
CONSERVATION COMMISSION

PNRS STATE REVIEW

Project #: _____ Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Dept. of Transportation

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Pine Street between 6th and 10th Streets crosses a fine-textured, plastic clay with a high shrink-swell potential from 8 to 60" of soil depth. Serious consideration should be given to this area in providing extra design. Cove clay soils, when they occur as stringers on the landscape, are usually concave and are a source of runoff.

DEPTH OF SOIL AND CLASSIFICATION:

0-8" USDA silty clay loam; unified ML; AASTLO - A-6
8-60" USDA Clay unified CH; AASTLO - A-7
Further soil interpretations may be made from soil map, City of Central Point Resource Data Booklet, 1974.

Agency _____ By _____

9042

June 6, 1978

City of Central Point
City Hall
Central Point, OR 97502

Attention: Betty Anders
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6576

Gentlemen:

Attached for your records is a fully executed copy of an agreement regarding the 3rd Street-6th Street Section of East Pine Street in Central Point.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Attachment

bc Don Harwell (Agreement attached)

Form 81-734-[illegible]

9042

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section 3rd St.-6th St. (Central Point)

Highway Pine Street (Off-System)

County Jackson

Date May 19, 1978

Authorization No. 1

Survey Prefix 315-1961 (Assigned by Salem office)

Description of termini, route, length, etc.:

From 3rd Street to 6th Street on East Pine Street in Central Point.

Purpose of survey: To prepare plans, specifications and estimates for reconstruction of a 3-block segment of E. Pine Street. A 4-lane curbed section with parking and sidewalks will be provided. Signalization at 3rd and 4th Streets will require adjustment.

SOS-1502(1)
5-11-78

Estimate of cost:

Field	901	7,500
Design	905	1,500
Soils	910	750
Traffic	911	250
Utility	914	250
Specifications	921	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 10,750

Previous authorization . . . . . 1 . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

[signature] Field Engineer

Recommended for Approval:

[signature] Regional Engineer

Recommended for Approval:

Frank E. Turpin Location Engineer

Approved:

E J Hunter Tech. Serv. Engr. [illegible]

AUG 21 1978

ACCTG. CONTR.

AP-19709-734

1012

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

May 18, 1978

TO Executive Department
Federal Aid Coordination Unit

Rogue Valley Council of Governments
33 North Central, Suite 211
Medford, Oregon 97501

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 8
Section: 3rd St.-6th St. (Central Point)
Highway: City Street, Central Point
County: Jackson

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be June 18, 1978.

BLG: DMC

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 3: A. Shirley, Jr.
District 8: G. T. Thornton
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAY 19'78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT: Department of Transportation [45 | 46] DIVISION: Highway [79

03 12] APPLICANT ADDRESS STREET: O'DOT Building [45 | 60] CITY: Salem [60 | 76] ZIP: 97310 [80

04 12] CONTACT PERSON: D. H. Moehring [45 | 46] AREA CODE: 503 [48 | 49] PHONE: 378 [55 | 56] EXTENSION: 6563 [59

01 12] PROJECT TITLE: 3rd St.-6th St. (Central Point) [71

11 12] PROJECT LOCATION—CITY: City St. Central Point | PROJECT LOCATION—COUNTY: Jackson | PROJECT LOCATION SEC: T: R: [79

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] To widen and resurface three blocks on Pine Street. Reconstruction is necessary [71

07 12] to withstand truck traffic through the downtown core area to allow countrywide [71

08 12] commerce routes, to promote pedestrian safety and provision of community services, [71

09 12] to promote local urban renewal by beautification of the business district. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
79,600	--	--	22,400	--	102,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?			(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Date:	Yes	No	Yes	No	Yes	No
[X] 29	☐ 30	May 18, 1978	[X] 31	☐ 32	☐ 33	[X] 34	☐ 35	[X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: June | 43] DAY [44: 18 | 45] YEAR [46: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: May 18, 1978

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

305-1502 (1)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 21, 1978

Section 3rd-6th St. (Central Point)

Unit (if appl) N/A

County Jackson

City Central Point

Highway City Street - Pine Street

State Hwy. No. City Street

Termini: M.P.(if appl) 3rd - 6th St.

Length 900'

Region III

Construction Estimate $102,000
Program Amount

B. Purpose of Project: To widen and resurface three blocks on Pine Street. Reconstruction is necessary to withstand truck traffic through the downtown core area to allow countywide commerce routes, to promote pedestrian safety and provision of community services, to promote local urban renewal by beautification of the business district. The intent of the project is to provide more adequate transportation facilities, promote local employment, and stimulate urban renewal projects in Central Point.

C. Origin & History of Project: Originally Pine Street was a market road designed in the early 1920's to accept farm traffic as well as typically model A vehicles. In ensuing years, Pine Street has been overlaid with approximately 4 inches of gravel and a layer of asphalt concrete bearing from 4 to 8 inches in thickness. As a result of the increased weight load limits carried by truck traffic and an average daily traffic count exceeding 10,000, the street has deteroriated to a point requiring total reconstruction.

D. General Description of Project: Removal of existing concrete curb, gutter, sidewalk, fragmented roadway and remove sewer line. Excavation of native materials, place aggregate base, reconstruct concrete curb, gutter, sidewalk, asphalt concrete paving and install 8" transite sewer line.

Alignment: New 64' Existing 52' Combined

Typical Section: Existing: No. Lanes 2 ; Med. 1 ; Shldrs. no ; Parking Yes

Proposed: No. Lanes 4 ; Med. None ; Shldrs. no ; Parking Yes

Traffic: Existing Facility: Existing ADT 10,600 ; Projected ADT 17,300 ; Yr. 1990

Existing Level of Service

Proposed Facility: Projected ADT 17,300 ; Yr. 1990

Projected Level of Service

734-3953 (10-75)

Right of Way: Additional anticipated no (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Rock, asphalt, curbing, concrete and sewer line will be let out to bid. Waste will be disposed of at a dumping site at Tenth and Hazel Streets.

Type of Structure(s):

none

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

Priority No. 1

FHWA and/or OSHD approvals given, if any:

None, first application.

Location or Design Alternatives (identify and describe):

None

Other Descriptive Information or Comments:

Grade and alignment will remain constant. Improvements will consist basically of a wider street with a new section.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is situated in the lower Bear Creek basin, a major tributary drainage to the Rogue River. The surrounding area is essentially level.

The project is also situated in and radiates out from, the CBD of Central Point hence little remains of the former natural setting.

2. Cultural:

Pine Street is a primary east-west route in the valley from Old Stage Road in the western foothills, east to the I-5, Crater Lake, and Klamath Falls highways, including the Medford Airport.

It functions as a transportation route for business, commuting, sightseeing, and recreational uses.

This is the main street of Central Point. It is mostly commercial but with interspersed churches, vacant lots, a residence and a 2½ story lodge hall on the outer edges.

Setbacks are minimal, but will physically permit widening. On-street parking presently exists and will be continued. This is a busy street, it has significant truck traffic and it is noisy.

Both overhead and underground utilities are on the project and will probably require adjustment. Two traffic signals may also require adjustments. Finally, some "small tree" landscaping will have to be sacrificed or reestablished.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None required.

2. Estimated Impact on Traffic Patterns:

Wider street will provide smoother, safer traffic flow; however, insignificant changes are anticipated on route patterns. Project is a continuation of the abutting easterly street section.

Consequences--Air Quality, Noise, Safety, etc.:

Noise levels will increase.

Air quality impacts were not examined.

3. Estimated Impact on Land Use:

Minor

Consequences:

Improved traffic flow will increase viability of downtown businesses and maintain stable economy.

4. Expected Impact on Natural Ecological Resources:

No wetlands identified.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None.

Consequences:

ıry Identification of Areas of Critical Concern:

tial for Controversial Issues:

None. The Central Point citizens and business community are in full support of this project.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Unknown. Development of Improvement Plan revision for Medford AQMA is in progress.

b. Noise Standards

A noise study report will be required.

c. Water Quality Standards

Will comply with existing plans.

d. Area Land Use and Transportation Plans, and Zoning

Will enhance the ability of Pine Street to provide its designated role in transportation, zoning, and land use plans.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

Project Vicinity

CENTRAL POINT

JACKSON COUNTY, OREGON

T. 36 S.
T. 37 S., R. 2 W. W.M.

MEDFORD

STREETS NORTH OF PINE ST. HAVE PREFIX "NORTH"
STREETS SOUTH OF PINE ST. HAVE PREFIX "SOUTH"

LEGEND

- RURAL AND INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CV CITY HALL
- CH COURT HOUSE
- A ARMORY
- L LIBRARY

Population 4,388
Scale: In Feet

REVISED FEB 1972

1. Poten
2. None
3. Preliminar

SOS PROJECTS 5-12-78

9042 Central Point - Pine St. ✓

Appr. Trans. Com. 3-28-78
Assess. Appr. FHWA 5-4-78
4-95 being prepared, will probably go 5/15/78

Jackson Co. - Big Butte Cr. Br. ✓ - Crowfoot Rd

Appr. Trans. Com. 7-19-77
Field Survey Rcd. 3-6-78
On Oct 19, '78 Letting

NOTE 5/16/78 (9:40 am)
called Caddis (secty) related foregoing info to her - any questions she was told Mr. Robt. Prange could probably respond.
Don H.

Reynoldson - Into.

250 E. PINE ST. CENTRAL POINT, OREGON 97502 PHONE 664-1201

THE HEART OF THE
ROGUE RIVER VALLEY

18 April 1978

Chairman Tam Moore and County Commissioners
Jackson County Courthouse
Medford, Oregon 97501

Dear Tam:

The City of Central Point has currently submitted applications for grants to improve Pine Street. These grants would complete improvements on Pine from Second to Sixth and signalization of Highway 99. Upon completion the City of Central Point would take over maintenance of the street from the County Roads System. However, two blocks would be left undone after completion by these grants.

The City of Central Point has received notification that the grant to improve Pine from Third to Sixth have been approved plus the grant for signalization improvements at the intersection of Pine and U.S. 99 by the Oregon State Highway Department.

We anticipate engineering design for this project to begin within a few months and construction to begin sometime next year; early spring.

Central Point realizes the County Commissioners have already agreed to pay a share of the grant we have just received. We would also, at this time, like to request that the County Commissioners provide approximately $84,000.00 more towards Pine Street. This additional money would achieve our mutual goal of improving Pine Street in its entirety.

If you could provide this money in this budget year and our second grant is also received, Pine Street would be completed including re-signalization of the intersection.

This project would be an asset to both the City of Central Point and the citizens of Jackson County who mutually utilize this public thoroughfare.

Sincerely yours,

The City of Central Point

Jack W. Snook

Jack W. Snook
Mayor

RECEIVED
APR 18 1978
JACKSON COUNTY
BOARD OF COMM.

JWS:DK:ris
cc: R. Carstensen
CRF

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

December 16, 1977

Mr. Robert J. Carstensen
Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

Dear Mr. Carstensen:

This is to bring you up-to-date on the Safer Off-System Roads program as there are some changes that may affect your Big Butte Creek Bridge Replacment project no. SOS-1500(2) on Crowfoot Road.

Your project is one of five in our region just now being considered for funding with fiscal year 1978 monies. The funds are received from the federal general funds not the highway trust funds. This required an Appropriation Bill in additon to the 1976 Highway Act to actually authorize the funds for obligation. The 1976 Federal Highway Act set up 200 million nationwide but the 1978 Appropriations Bill cut this back to 90 million.

Further, the 1978 Act said all 1976-1977 funds must be obligated prior to any use of the FY1978 funds. Further, the 1978 funds will be on a first come, first served basis nationwide.

We are advising all local agencies with Off-System projects in various stages to rush them to the construction phase so funds can be obligated.

Your project was sent to the Federal Highway Administration for approval of the preliminary engineering phase November 23, 1977. As soon as approval is received we will begin the necesssary field work and expedite this project.

This letter is to explain that we were counting on the full Oregon share of the 200 million when we activated your project. We will do everything necessary to receive FY78 funding but this may be impossible.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao

cc: D.H. Moehring
George Thornton
Keith Martin

RECEIVED
DEC 19 1977
JACKSON COUNTY DEPT.
of PUBLIC WORKS

1042

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: May 4, 1978

In reply refer to: HEC.1-OR

SUBJECT: Oregon Project SOS-1502( )
Project Assessment
3rd - 6th St. (Central Point)
City Street - Pine Street
Jackson County

FROM : G. L. Green, Division Administrator

TO : Mr. G. A. Potter, Mgr., Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with your March 21, 1978, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P. V. Reule for
G. L. Green

cc:
Mr. D. H. Moehring, Proj Mgt
Region 4, Environmentalist

Environmental Section
May 8, 1978

cc:
D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Dell
Surfacing Design - Lab Bldg.
Alfred Shirley
George Thornton - Dist. 8
Elliott Parker - Geo.
Eb Engelmann
Gerald Wimer
B. L. Gifford

PROJECT MANAGEMENT
PME ☒ CCE ☐ OR ☐
LGE ☐ FAE ☐ OPE ☐
MAY 10 1978
File: PM FA
TAA HAi LG OP

SOS-1502 ( )

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 21, 1978

Section 3rd-6th St. (Central Point)
Unit (if appl) N/A
County Jackson
City Central Point
Highway City Street - Pine Street
State Hwy. No. City Street
Termini: M.P.(if appl) 3rd - 6th St.
Length 900'
Region III
Construction Estimate $102,000
Program Amount

B. Purpose of Project: To widen and resurface three blocks on Pine Street. Reconstruction is necessary to withstand truck traffic through the downtown core area to allow countywide commerce routes, to promote pedestrian safety and provision of community services, to promote local urban renewal by beautification of the business district. The intent of the project is to provide more adequate transportation facilities, promote local employment, and stimulate urban renewal projects in Central Point.

C. Origin & History of Project: Originally Pine Street was a market road designed in the early 1920's to accept farm traffic as well as typically model A vehicles. In ensuing years, Pine Street has been overlaid with approximately 4 inches of gravel and a layer of asphalt concrete bearing from 4 to 8 inches in thickness. As a result of the increased weight load limits carried by truck traffic and an average daily traffic count exceeding 10,000, the street has deteroriated to a point requiring total reconstruction.

D. General Description of Project: Removal of existing concrete curb, gutter, sidewalk, fragmented roadway and remove sewer line. Excavation of native materials, place aggregate base, reconstruct concrete curb, gutter, sidewalk, asphalt concrete paving and install 8" transite sewer line.

Alignment: New 64' Existing 52' Combined

Typical Section: Existing: No. Lanes 2 ; Med. 1 ; Shldrs. no ; Parking Yes
Proposed: No. Lanes 4 ; Med. None ; Shldrs. no ; Parking Yes

Traffic: Existing Facility: Existing ADT 10,600 ; Projected ADT 17,300 ; Yr. 1990
Existing Level of Service

Proposed Facility: Projected ADT 17,300 ; Yr. 1990
Projected Level of Service

734-3953 (10-75)

Right of Way: Additional anticipated no ; if yes, give approx. No. Parcels_____
Yes, No

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Rock, asphalt, curbing, concrete and sewer line will be let out to bid. Waste will be disposed of at a dumping site at Tenth and Hazel Streets.

Type of Structure(s):

none

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

Priority No. 1

FHWA and/or OSHD approvals given, if any:

None, first application.

Location or Design Alternatives (identify and describe):

None

Other Descriptive Information or Comments:

Grade and alignment will remain constant. Improvements will consist basically of a wider street with a new section.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is situated in the lower Bear Creek basin, a major tributary drainage to the Rogue River. The surrounding area is essentially level.

The project is also situated in and radiates out from, the CBD of Central Point hence little remains of the former natural setting.

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Pine Street is a primary east-west route in the valley from Old Stage Road in the western foothills, east to the I-5, Crater Lake, and Klamath Falls highways, including the Medford Airport.

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This is the main street of Central Point. It is mostly commercial but with interspersed churches, vacant lots, a residence and a 2½ story lodge hall on the outer edges.

Setbacks are minimal, but will physically permit widening. On-street parking presently exists and will be continued. This is a busy street, it has significant truck traffic and it is noisy.

Both overhead and underground utilities are on the project and will probably require adjustment. Two traffic signals may also require adjustments. Finally, some "small tree" landscaping will have to be sacrificed or reestablished.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None required.

2. Estimated Impact on Traffic Patterns:

Wider street will provide smoother, safer traffic flow; however, insignificant changes are anticipated on route patterns. Project is a continuation of the abutting easterly street section.

Consequences--Air Quality, Noise, Safety, etc.:

Noise levels will increase.

Air quality impacts were not examined.

3. Estimated Impact on Land Use:

Minor

Consequences:

Improved traffic flow will increase viability of downtown businesses and maintain stable economy.

4. Expected Impact on Natural Ecological Resources:

No wetlands identified.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None. The Central Point citizens and business community are in full support of this project.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Unknown. Development of Improvement Plan revision for Medford AQMA is in progress.

b. Noise Standards

A noise study report will be required.

c. Water Quality Standards

Will comply with existing plans.

d. Area Land Use and Transportation Plans, and Zoning

Will enhance the ability of Pine Street to provide its designated role in transportation, zoning, and land use plans.

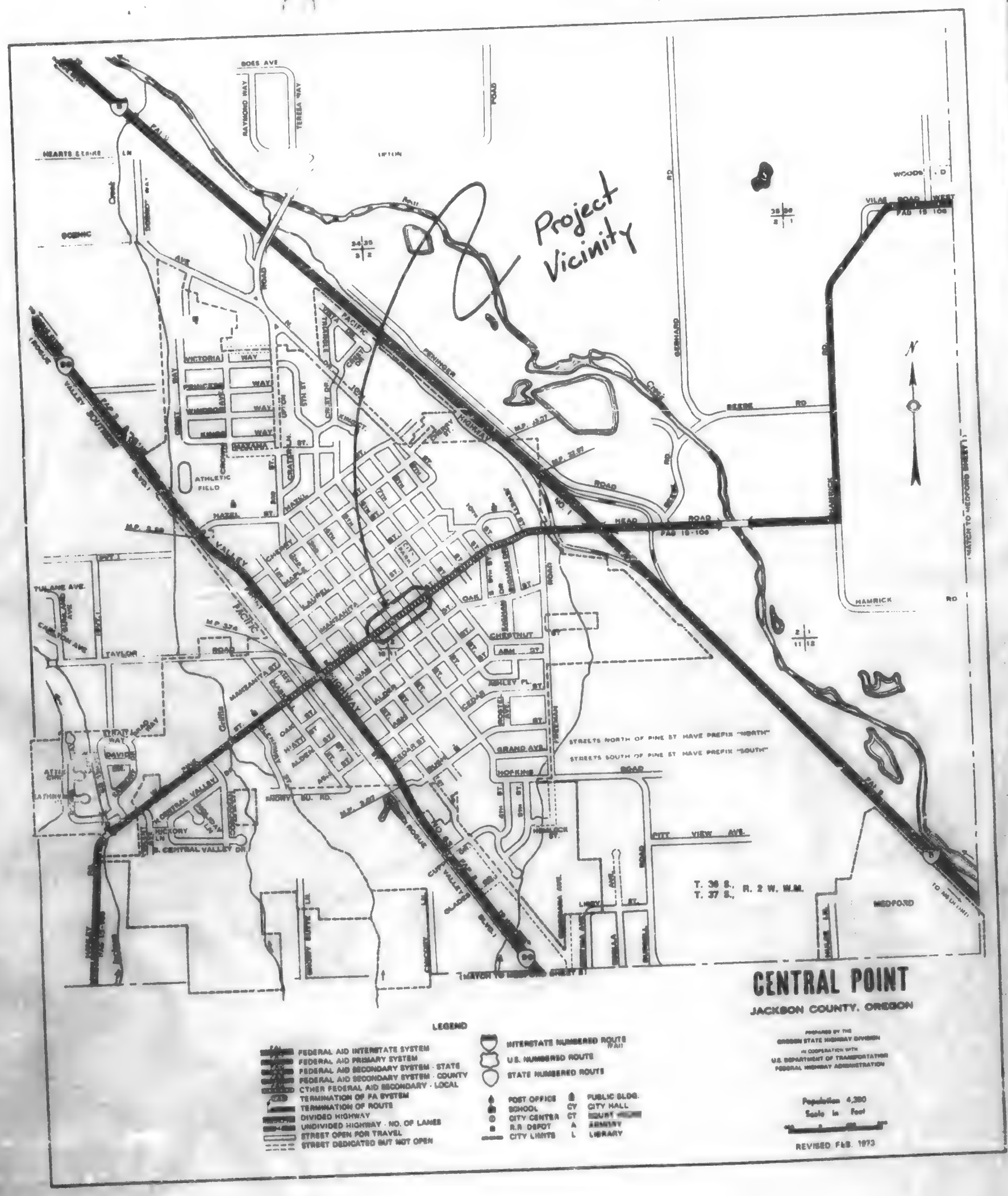
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4


Project Vicinity
N
BOES AVE
RAYMOND WAY
TERESA WAY
HEARTS EASE LN
ROBINIC
PACIFIC HIGHWAY
VICTORIA WAY
PRINCETON WAY
WINDSOR WAY
KINGS WAY
ATHLETIC FIELD
HAZEL ST.
M.P. 3.89
VALLEY VIEW TRACTS
TULANE AVE.
TAYLOR ROAD
M.P. 3.79
CHESTNUT
ASH ST.
ASHLEY PL.
GRAND AVE.
HOPKINS ROAD
STREETS NORTH OF PINE ST HAVE PREFIX "NORTH"
STREETS SOUTH OF PINE ST HAVE PREFIX "SOUTH"
HIGH ROAD
FAS 15-106
HAMRICK RD
BEEBE RD
WOODS RD
VILAS ROAD WEST
FAS 15-106
BERNARD RD
M.P. 4.27
M.P. 4.51
M.P. 4.62
M.P. 3.62
HIGHWAY NO. 99
CITY VIEW AVE.
HEMLOCK ST.
LINDY ST.
MEDFORD
MATCH TO MEDFORD SHEET
MATCH TO MEDFORD SHEET
T. 36 S., R. 2 W. W.M.
T. 37 S.,
DAVIS ST.
HICKORY LN
N. CENTRAL VALLEY DR.
CENTRAL VALLEY
CITY VALLEY
GLADE
BLVD.
CENTRAL POINT
JACKSON COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 4,380
Scale in Feet
REVISED FEB. 1973
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CITY HALL
ARMORY
LIBRARY

9042

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

Mr. David Kucera
City Administrator
City of Central Point
250 E. Pine St.
Central Point, OR 97502

March 20, 1978

Dear Mr. Kucera:

This will acknowledge your letter of March 14, 1978, amending your Safer Off-System Road Program project on Pine Street between 3rd and 6th Streets in Central Point.

By a copy of this letter the Project Management Unit and the Resident Engineer assigend to the project will be advised of the right-of-way situation as well as the sewer line situation.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

/By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
George Thornton
Bill Maude
Virgil Wilson

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE FAE ☐ OPE ☐
MAR 21 1978
TAA
File: PM FA
LG OP

CITY OF CENTRAL POINT OREGON INC. 1889

250 E. PINE ST. CENTRAL POINT, OREGON 97502 PHONE 664-1201

THE HEART OF THE
ROGUE RIVER VALLEY

March 14, 1976

3rd st - 6th st section
E. Pine St.
SOS-
Central Point

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Department of Transportation
Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

Further to our recent telephone conversation regarding our Federal Aid Project Request application, applying for the Safer Off-System Road Grant to widen Pine Street between Third and Sixth Streets. The following is to amend our application:

Item II - RIGHT-OF-WAY DATA

1. Existing Right-of-way

general width 80'
minimum width 80' (change from 64')
maximum width 80'

Item VIII - GENERAL INFORMATION

3. Will applicant perform any work prior to or after award of contract? Answer, yes. If yes, describe briefly:

The existing sewer line will be replaced either by city force account or by a separate contractor to the City of Central Point. We would expect to coordinate the sewer line replacement with the street construction as closely as possible.

I hope the above information will further clarify our situation.

Sincerely yours,

Dave Kucera
City Administrator

cc. Hal Verstaeg RR

7042

March 15, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Proposed Safer Off-System Roads Projects

On the consent calendar for the March 28 meeting will be a request to cancel a previously approved SOS-R project and two requests for approval of SOS-R projects.

The request for cancellation is for a previously approved project on N. Juniper Street and N.E. 3rd Avenue in Canby.

Central Point's request is for a $102,000 project to reconstruct a 3 block segment of East Pine Street.

The request from the City of Salem is for a $58,000 project to improve a 0.08 mile segment of Hilficker Road easterly of Sunnyside Road.

Federal Safer Off-System Roads funds for these projects are estimated at $114,380, with Central Point providing approximately $37,500 in match funds and $8,120 being contributed by the City of Salem.

These projects have been investigated and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
George Bell
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
D. N. Harwell

CITY OF CENTRAL POINT
Proposed SOS-R Project

3rd Street-6th Street Section
East Pine Street
Grade, Pave, Curb and Sidewalks
0.17 Miles
$102,000

This project consists of reconstructing a 3 block segment of East Pine Street. A 4-lane curbed section with parking and sidewalks will be provided.

Right-of-way will be required to accommodate the proposed project.

State will perform preliminary and construction engineering.

78-c
3-13-78

CENTRAL POINT
MEDFORD MUNICIPAL AIRPORT
MIDWAY
PROPOSED OFF-SYSTEM PROJECT

9042

Central Point
505-

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128 / ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

February 23, 1978

Mr. E. David Kucera
City Administrator
City of Central Point
250 E. Pine St.
Central Point, OR 97502

Dear Mr. Kucera:

This is to advise that due to the inability of another local agency to finance the 14% required local match for a Safer Off-System Road Program project, the City of Central Point's project is now being processed as a substitute project.

There is no action necessary on your part at this time. Your Pine Street project will now be considered by the Transportation Commission and the necessary paperwork will commence.

When the agreements have been prepared and signed, the environmental assessment finalized, etc., the preliminary engineering phase will be programed with the Federal Highway Administration. Upon formal approval by FHWA an engineer will be assigned by this office and the project will be developed.

By a copy of this letter I am asking Mr. Grassman, Regional Design Engineer, to prepare an authority for survey for forwarding to the Location Unit in Salem for approval as soon as FHWA approval is received.

You will be kept advised as your project evolves.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER
By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
Frank Terpin
George Thornton

PROJECT MANAGEMENT
PME ☒ CDE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 23 1978
File: PM FA
TAA ____ LG OP

9042

ROBERT W STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

Mr. E. David Kucera
City Adminstrator
City of Central Point
250 E. Pine St.
Central Point, OR 97502

February 2, 1978

Dear Mr. Kucera:

This will acknowledge your letter of January 26, 1978, transmitting an application and an assessment for a Safer Off-System Road Program project on Pine Street between 3rd and 6th Streets in Central Point.

This application and assessment was received in the region office at [redacted] and will be placed on a prioritized waiting list as described by the State League of Oregon Cities Agreement pertaining to this federal-aid program.

By a copy of this letter your application is being forwarded to our Project Management Unit for processing towards eventual approval by the Federal Highway Administration.

Your environmental assessment is being handed to Mr. Eb Engelmann, Regional Environmentalist, for review and submission to the Salem Environmental Unit again with eventual FHWA approval as a goal.

When additional information is available you will be notified. No further action on your part is required at this time.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
George Thornton
Eb Engelmann

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
FEB 3 1978
File: PM FA
TAA LG OP

CITY OF CENTRAL POINT OREGON INC. 1889

250 E. PINE ST. CENTRAL POINT, OREGON 97502 PHONE 664-1201

THE HEART OF THE
ROGUE RIVER VALLEY

January 26, 1978

Mr. Glen L. Clark
Regional Federal Aid Engineer
Department of Transportation
Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Glen:

Enclosed are Federal Aid Project Request and Project Assessment applications applying for the Safer Off-System Roads grant of $75,000.

If awarded the grant, it will enable the City of Central Point to widen three blocks on Pine Street and to replace inadequate and deteriorating street section between Third and Sixth Streets.

Sincerely yours,

Dave Kucera
City Administrator

RR
Enclosures

9C42

FEDERAL AID PROJECT REQUEST

Date January 23, 1978

Applicant Agency City of Central Point

Request for: Off-System X, FAS-C ____, FAUS ____ Project

Federal Aid Route No. ____ Route Name Pine Street

Project Name Pine Street: West side of 3rd to East side of 6th

Project Length 900' Project Location (Attach sketch map)

Project Description Removal of existing concrete curb, gutter, sidewalk, and fragmented roadway. Remove sewer line. Excavation of native materials, place aggregate base, reconstruct concrete curb, gutter, sidewalk, asphalt concrete paving and install 8" transite sewer line.

Average Daily Traffic 10,600 Design Speed 25

1990 - 17,300

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 52' Travel Lanes 2 Shoulders no

Medians 2 left turn lanes Parking yes, both sides

Sidewalks yes, both sides

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 64' Travel Lanes 4 Shoulders no

Medians no Parking yes

Curbed yes Length Curb Radii 20'

Sidewalk/Bikeway sidewalk on both sides, bikeway will be considered.

Remarks width of street measured from curb to curb

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' Minimum 64' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

3rd and 4th Streets on Pine Street

2. Proposed Signalization:

Location relocate existing

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? by applicant

4. Permanent Striping:

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location: All on North Side of Pine St.

#7242 6th & Pine
#17113 between 6th & 5th
#17114 corner 5th & Pine
#7243 between 5th & 4th
#815350 3rd & Pine
#813524 Between 3rd & 4th

Note: #10707 to be removed completely SW corner 5th & Pine

2. Proposed Illumination:

Location n/a

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location n/a

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location n/a

Approximate Size: Length Width

Are sidewalk/bikeways desired?_____

Are any utilities to be attached to structure?_____

Are provisions for illumination desired?_____

Are there any unusual or complicating conditions?_____

Remarks_____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No X

Name of Railroad_____
Existing Crossing Protection_____

2. Will existing railroad crossing be altered?_____

Remarks_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Dave Kucera, City Hall, 250 E. Pine, Central Point Office
2. Environmental — as above Office
3. Public Hearing — as above Office

Remarks_____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant_____ State X Consultant_____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: prior to work the sewer line will be replaced by applicant.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 74,000.
Right-of-way costs (if participating)	-
Traffic control	1,000.
Illumination	-
Structures	-
Railroad	-
Other Sewer Replacement	18,000.
Preliminary engineering	9,000.
PROJECT TOTAL	$ 102,000.-

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Central Point and/or _____ COUNTY

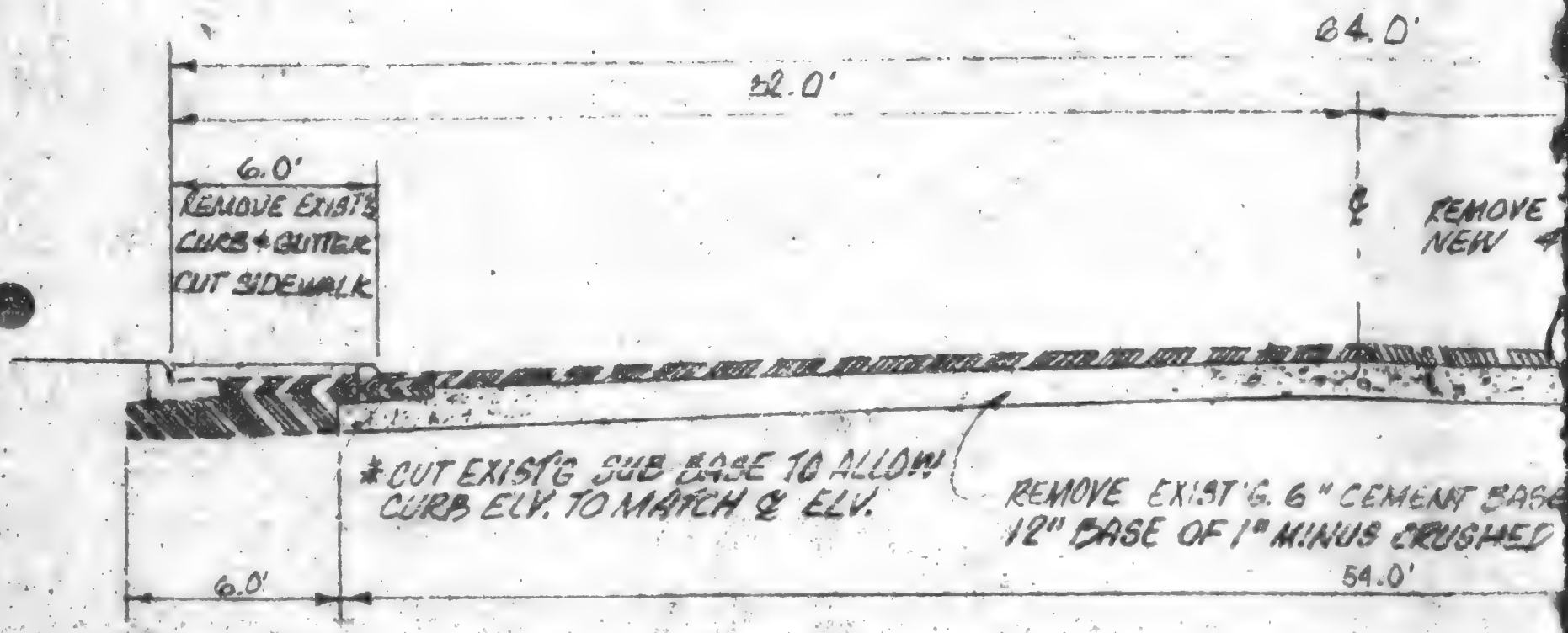
By Dave Kucera

By Dave Kucera, City Administrator

By_____

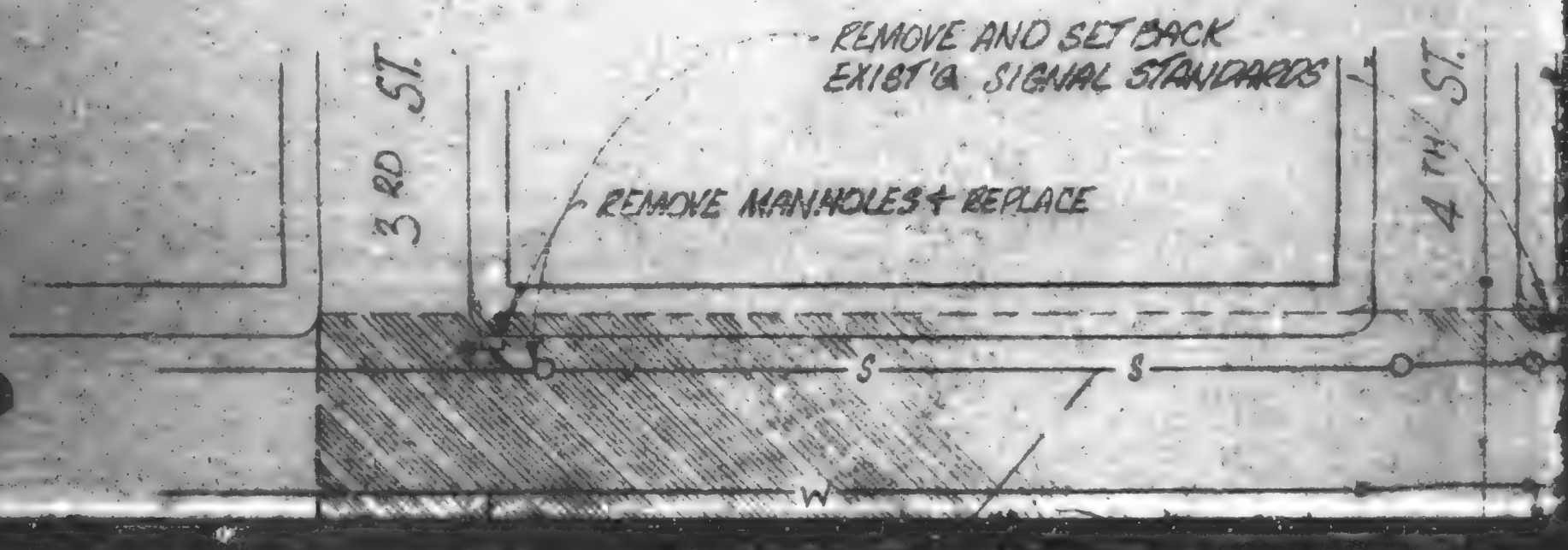
By_____

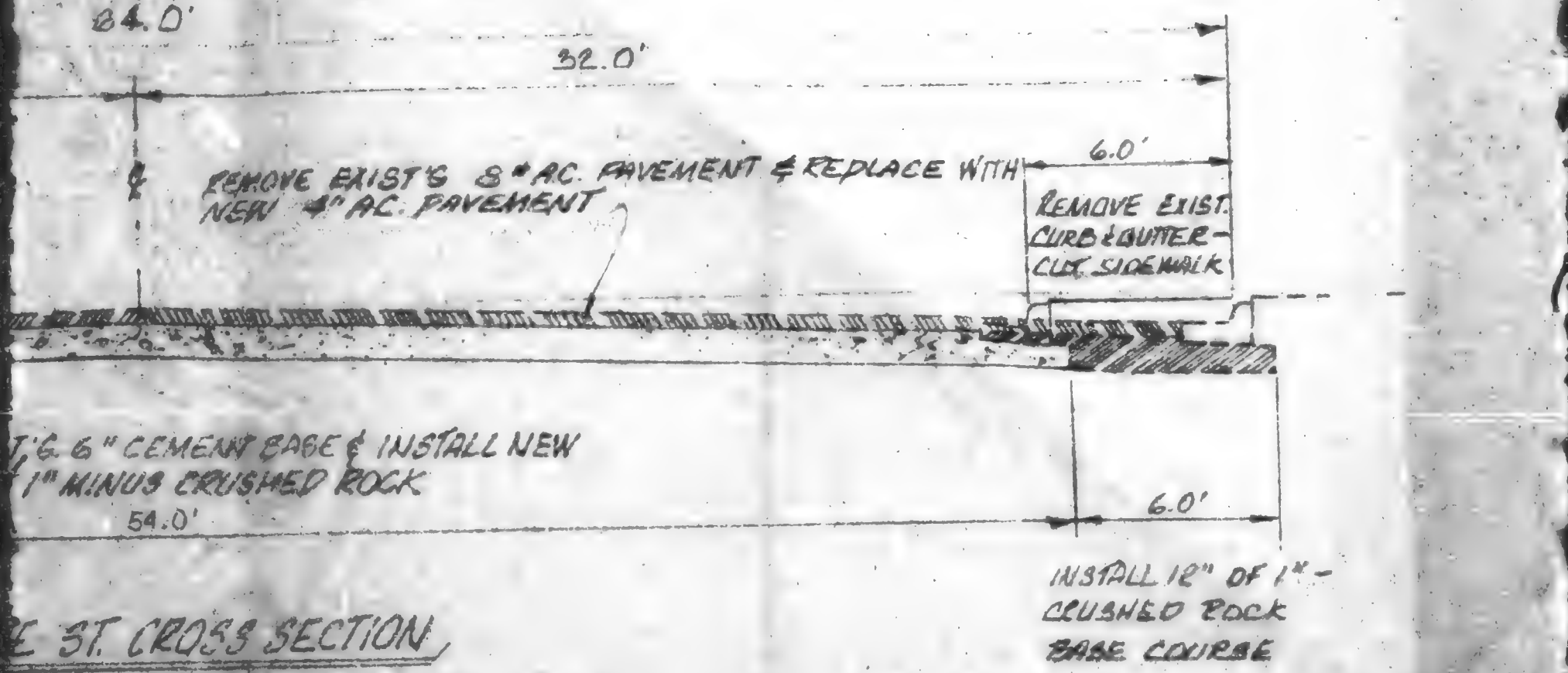
By_____


64.0'
52.0'
6.0'
REMOVE EXIST'G CURB & GUTTER CUT SIDEWALK
℄
REMOVE
NEW
* CUT EXIST'G SUB BASE TO ALLOW CURB ELV. TO MATCH ℄ ELV.
REMOVE EXIST'G. 6" CEMENT BASE
12" BASE OF 1" MINUS CRUSHED
54.0'
6.0'
INSTALL 12" OF 1" - CRUSHED ROCK BASE COURSE
* NOTE: EXIST'G GRADE ℄ ELV. EXCEEDS CURB ELV. BY 4(MTS.)

PINE ST. CROSS SEC

NO SCALE

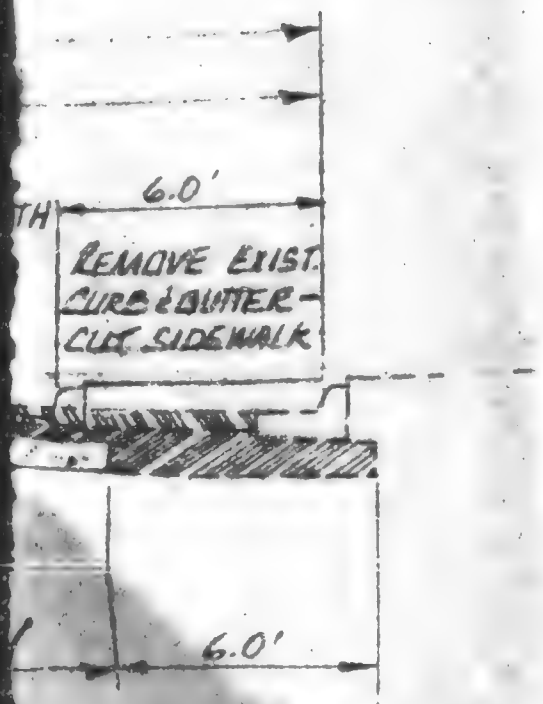


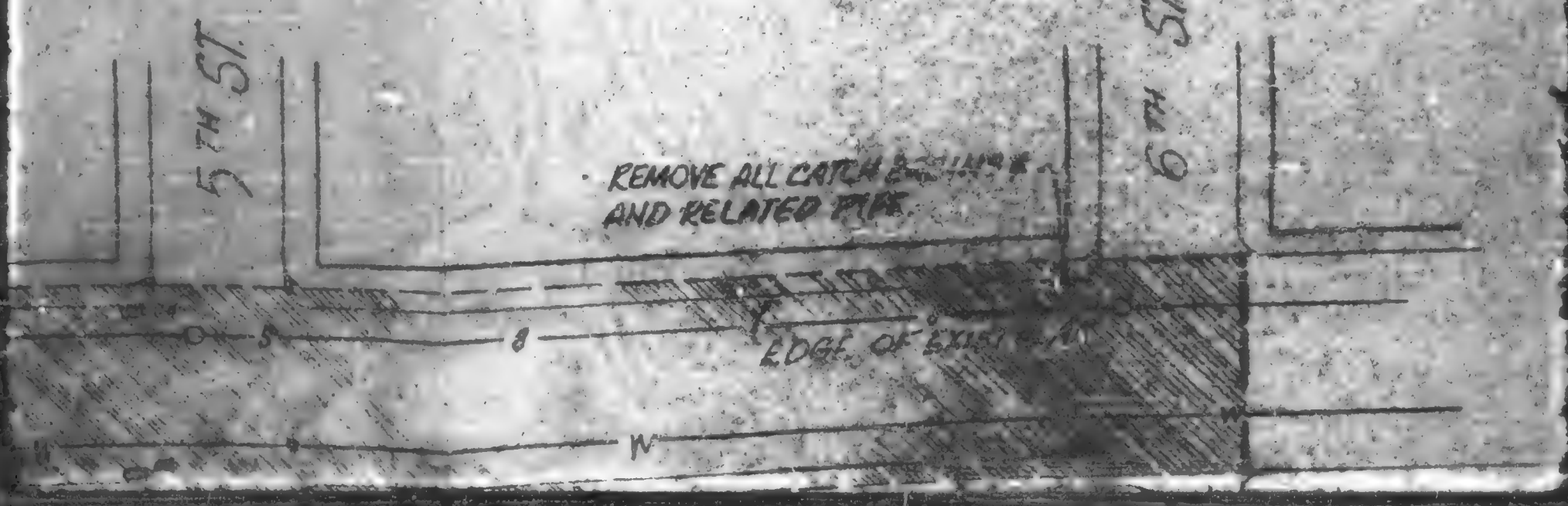

84.0'
32.0'
6.0'
REMOVE EXIST'G 8" AC. PAVEMENT & REPLACE WITH NEW 4" AC. PAVEMENT
REMOVE EXIST. CURB & GUTTER - CUT SIDEWALK
T'G 6" CEMENT BASE & INSTALL NEW 1" MINUS CRUSHED ROCK
54.0'
6.0'
INSTALL 12" OF 1" - CRUSHED ROCK BASE COURSE

E ST. CROSS SECTION

NO SCALE

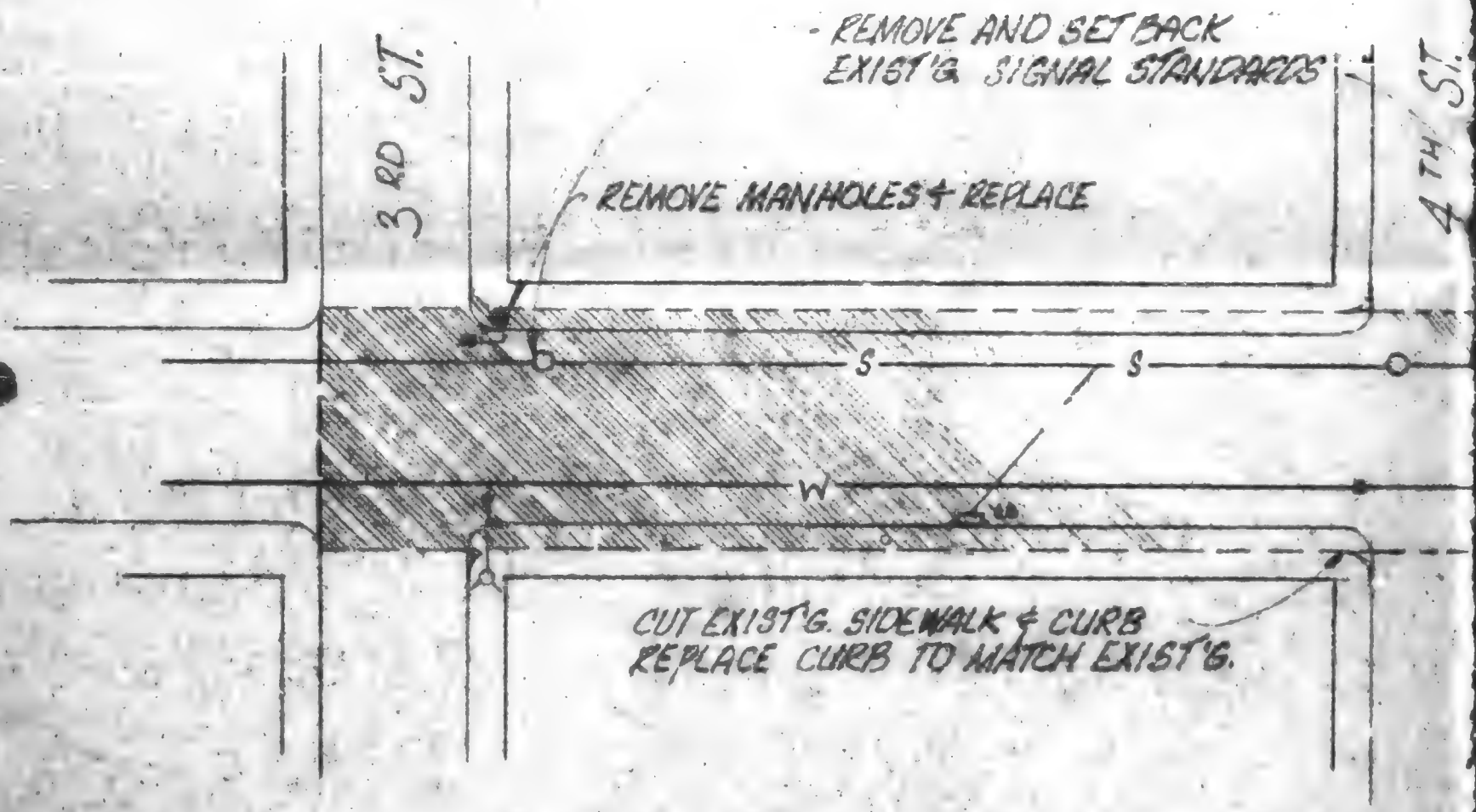
PINE ST. RENEWAL AND PROJECT ASSESSMENT PLAN & CROSS SECTION





BASE COURSE EXCEEDS CURB ELV. BY 4 (MIS.)

NO SCALE



SCALE

BASE COURSE

4TH ST.

5TH ST.

REMOVE EXIST'G 6"ϕ CAST IRON SAN. SEWER & INSTALL NEW 6" TRANSITE SAN.

REMOVE
AND RE

6 6 6

W W W

REMOVE EXIST'G 4" WATER & SET BACK TO 5' FROM CURB. INSTALL NEW 4" VALVES & TEES

CITY TO REMOVE

EAST PINE STREET

SCALE: 1"=50.0'

5TH ST.

6TH ST.

REMOVE ALL CATCH BASINS & AND RELATED PIPE.

5

8

EDGE OF EXIST'G AC

W

W

CITY TO REMOVE EXIST'G TREES

9042

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

Region 3

672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [redacted]

January 18, 1978

E. David Kucera
City Administrator
City of Central Point
250 E. Pine St.
Central Point, OR 97502

Dear Mr. Kucera:

As promised while visiting you this week concerning your proposed Off-System Road Program Project application, I have the following information.

The current volume on Pine Street is approximately 10,600 vehicles. Our Salem Urban Studies Unit is projecting a 4.5% increase per year or a 63% increase to 17,300 vehicles by 1990.

This is the best available information regarding Pine St. in Central Point at this time. The above will essentially be adequate for your completion of your project application.

Cordially,

ALFRED SHIRLEY,JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
George Thornton
Bill Cranford

PROJECT MANAGEMENT
PME LGE CCE FAE OM OPE
JAN 19 1978
TAA File: PM FA LG OP

9042.

June 1, 1977

Mr. Lyndall Dodson, President
Central Point Area Chamber of Commerce
250 East Pine Street
Central Point, OR 97501

Dear Mr. Dodson:

We have had the request from Central Point for a Safer Off-System Roads project on file in our Program Management Section since August 16, 1976. Its place on the list of projects indicates that the Pine Street project would be eligible for funding as part of the Fiscal Year 1978 program. Unfortunately, however, the Economic Stimulus Bill recently signed by the President appropriated only Fiscal Year 1977 funds.

Unless the City of Central Point can make arrangements for other funding sooner, the Pine Street Safer Off-System Roads project will have to wait until Fiscal Year 1978 funds are appropriated by Congress. As soon as these funds are made available to Oregon, we will begin the project development processes on Central Point's requested project.

Sincerely,

R. S. Coulter
State Highway Engineer

cc Mr. Jack Snook

CHH:dpy ia

bc F. B. Klabee
E. S. Hunter
R. L. Schroeder
G. M. Hopkins
Alfred Shirley, Jr.
George Thornton

NOTED
H. S. COULTER

Central Point Area Chamber Of Commerce

250 EAST PINE STREET • CENTRAL POINT, OREGON 97501 • TELEPHONE (503) 664-2612
P. O. BOX 2883

RECEIVED
STATE HWY ENGR
MAY 26 '77
REFER TO Hopkins
FOR
Info | Imves | R/D | D/R | Sign | Act | File

May 20,197

RECEIVED
DOT OPERATIONS
MAY 25 '77
REFER TO
FOR
Info | Imves | R/D | D/R | Sign | Act | File

Mr. Fred Klaboe
Highway Administrator
140 Highway Building
Salem,Oregon 97310

Dear Mr. Klaboe:

The City of Central Point has been anticipating an Off-System Highway Grant for the reconstruction of Pine Street from 6th Street to Highway 99 (Rogue Valley Boulevard) for the coming Spring. The Central Point Chamber of Commerce was instrumental in backing the project before the City Council, who has indicated financial support in conjunction with the Grant.

PROJECT MANAGEMENT
MAY 26 '77
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

The importance of the Pine Street reconstruction to the City of Central Point and Jackson County is based on the following:

1. Pine Street is a direct feeder to Interstate 5 from industrial and farm areas.
2. Pine Street, a two lane road, provides direct access to the Jackson County Exposition (Fairgrounds) and Medford-Jackson County Airport and terminates at the four lane Biddle Road (Jackson County Grant Project), which is a four lane road.
3. Pine Street is an arterial traversing Jackson County with increasing traffic counts that have doubled in four years with a City that is growing at the fastest rate averaged over the last six years in Southern Oregon.

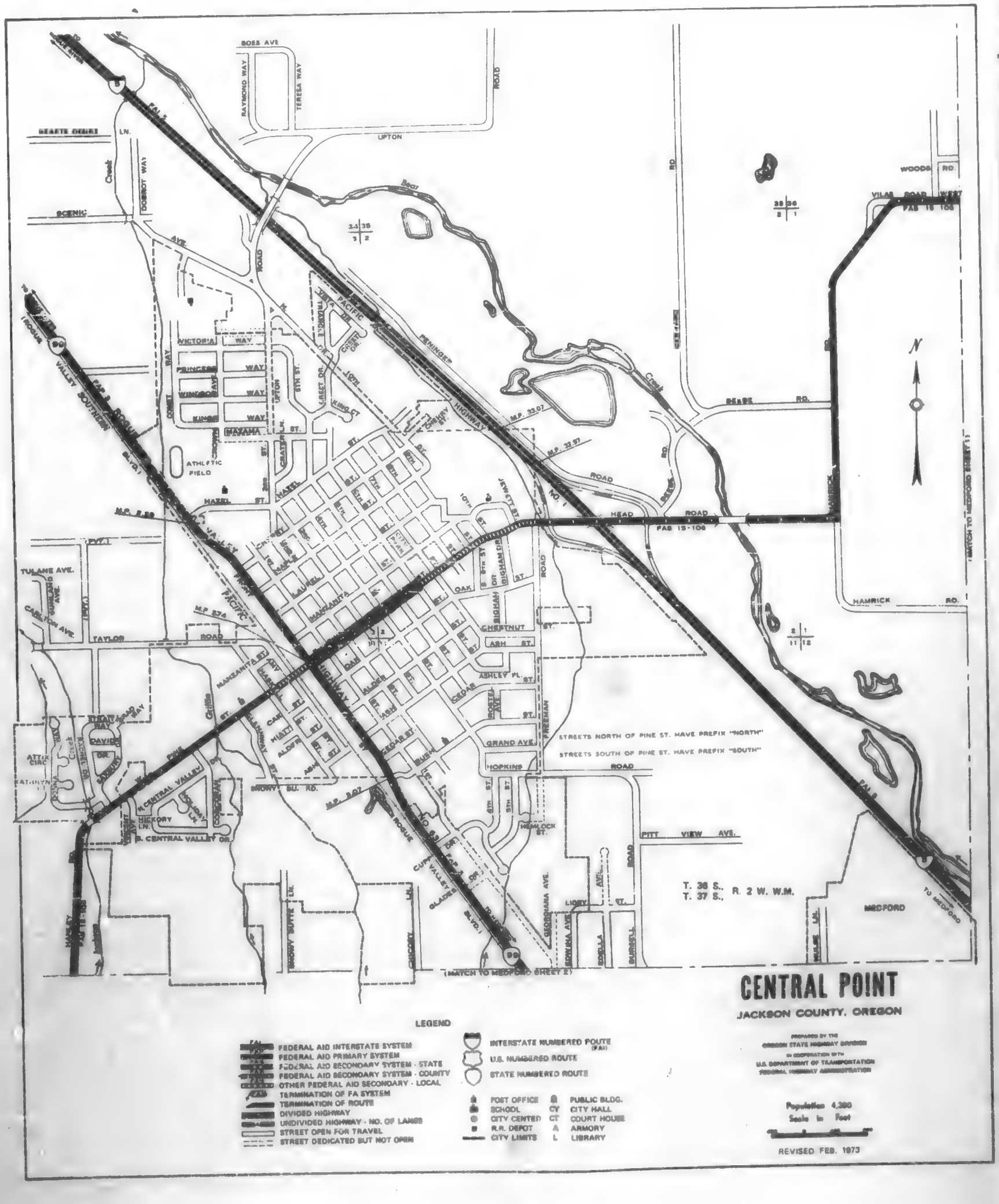
Pine Street is an Oregon State Secondary Road (old designation-FAS), that was designed for Model "A" automobiles and must be reconstructed according to the City of Central Point engineering reports.

We request your support to guarantee the funding of this sorely needed project as soon as the State Highway Division receives Federal Allocations as promised.

Very truly yours,

Lyndall Dodson,President
Central Point Area
Chamber of Commerce

LD/lt
cc: Alfred Shirley,Roseburg
George Thornton,Medford
Jack Snook,Mayor



CENTRAL POINT

JACKSON COUNTY, OREGON

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED POUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CH CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

PREPARED BY THE OREGON STATE HIGHWAY DIVISION IN COOPERATION WITH THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

Population 4,380

Scale in Feet

REVISED FEB. 1973

9042

SCA
2

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

FILE: ~~PRO 6~~

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

November 2, 1976

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: L.W. Rulien
Program Management

SUBJECT: Request for revised agreement
Special City Allotment
Pine Street
City of Central Point

It has come to my attention that the City of Central Point has reconstructed Pine Street from 6th to 10th Streets with funds provided by Jackson County.

A Safer Off-System Roads Program project application has been received for that section of Pine Street from 4th to 10th Streets. This was later amended to 4th to 7th Streets due to the above construction.

As I understand the city plans on using the SCA funds to match and augment the off-system project.

It would seem advisable to amend the existing agreement (No. 5835) and the attached Exhibit A to read and show 4th to 7th instead of the 6th to 10th.

GC/slc

cc: George Thornton
Bill Maude

RECEIVED
COUNTY & CITY SECTION
NOV 8 - 1976
☐ LNGR. ☐ GSNR. ☑ DE ☑ AE ☐ SE
☑ DPE ☑ DE ☑ DE ☑ DPE ☐

PROJECT MANAGEMENT
NOV - 8 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

11-16-76
Glen!
I talked to Ron Young, City Adm. at the L.O.C. Meeting in Portland and they are going to use the SCA money to Complete the 6TH 4th to 10TH Street Section. Do we need a revised agreement? Prefer not as match money on off system.

1012

sca-77

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 11, 1976

sent SCA forms

Mr. Ron Young
City Administrator
City Hall
Central Point, OR 97501

Dear Mr. Young:

In answer to your request you will find enclosed two copies each of a resolution form and project data form to be used in making application for aid under the legislative act creating the annual $250,000 Special City Allotment fund.

Please complete the enclosed resolution and project data form, and after adoption by the City, return one signed copy of each to George N. Hopkins, Project Development Engineer, Room 203 State Highway Building, Salem, Oregon 97310. The application will be investigated and presented to the Oregon Transportation Commission for consideration in programing the allocation of the 1977 fund; however, the application must be received in this office on or before July 1, 1976, in order to be eligible for consideration in the 1977 program.

Very truly yours,

D. N. Harwell
County-City Engineer

DNH:dp

Encl: Res. Form cc-50
&
SCA Project Data Form (If a bridge project is being requested, please only return the resolution, and a Bridge Project Data Form will be sent to you to complete.)

yellow copy

Form 81-734-3122

1979 Willamette Jct.-Chemult 9043
Sec., The Dalles-California
Hwy. (Paving)

9043 4

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: Hal Versteeg
Road Design Engineer

FROM: Robert C. Pool
Region Operations Engineer

DATE: April 19, 1983

SUBJECT: Preservation Projects

1 Versteeg
Anderson
Adams
Macnab
Stoudenmayer
Terpin
2 Front
Weberig

RECEIVED
APR 20 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

We would like to let the following sections on one contract:

Willamette Junction-Chemult 9043
Fuego Road-Forge Road 9044
Odell Lake-Camp Makualla 9936

Please include the following in the Plans/Special Provisions:

1. Project limits will remain the same as the original contract.
2. Typi al section would include a tack of 0.1 gal/ sq.yd., 3/4 inch of Class "E" open graded plant mix seal, and surface seal of 0.45 gal/sq.yd CRS-2 covered with 1/4-10 chips. Traveled lanes and shoulder will be paved.
3. Road approaches and mailbox and guardrail flairs will not be paved. Taper into these areas 1½ ft. and rake out coarse aggregate.
4. Patching and leveling will be done with State Forces.
5. Material source will be the Willamette Junction Quarry that was initially set up for Lenz Road-Fuego Road. A revised development plan will be submitted to you.
6. Rolling shall consist of a minimum of three coverages with a 10 ton (min.) steel wheeled roller. Vibratory rolling shall not be done.
7. Advise that Lenz Road-Fuego Road will be under contract during the same period.

We would prefer putting off the Lava Butte Lookout-Sugar Pine Butte section until next year. We would anticipate a problem explaining why we are overlaying this section when the section to the south of this is badly broken up.

RCP:pw

cc: R.L.Lammert
W.Robertson
B.Hatcher
R.VanCleave

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Asst. State Highway Engineer

DATE: April 14, 1983

FROM: James E. Wilson Jr., PE
Asst. Engineer of Materials

SUBJECT: Recommendations for Preservation of Selected Pavements

Fourteen sections of asphalt concrete pavements referred to in Dale Allen's memo of March 4, 1983 on pavement deterioration in Regions 1 and 4 have been inspected by John Scofield and Jim Wilson along with Glenn Hossner and Region people. Based on information from the inspection, construction records and recent core test results, the following are our recommendations for prevention of further early deterioration. The listing is in order of priority for work with Dale's project rating numbers in parentheses.

#1 Ski Bowl Frontage Road-Summit Meadow Road (3): Warm Springs Int.-Salmon River curves (10): Tack heavy and patch the damaged areas of the pavement with "C" mix after removal of surrounding pavement from larger potholes or lines of potholes by grinding. Tack heavy and overlay the total length of the project including the interchange section with a 1½ inch thickness of Class "C" mix.

#2 Zigzag River-Ski Bowl Frontage Road (7): Tack heavy and patch the potholes with a dense graded - high asphalt content ½"-0 mix. Tack heavy and overlay the total length of the project with a 3/4-inch thickness of Class "E" open graded plant mix seal. Seal the surface with an emulsion sand seal.

#3 Willamette Jct.-Chemult (1): Tack heavy and patch the potholes with a dense graded - high asphalt content ½"-0 mix. Seal the total pavement with an emulsion sand seal. Remove excess sand, tack heavy and overlay the total length of the project with a 3/4-inch thickness of Class "E" open graded plant mix seal. Seal the surface with an emulsion sand seal.

#4 Fuego Road-Forge Road (4): Same recommendation as #2 priority project.

#5 Lava Butte Lookout-Sugar Pine Butte Road (8): Same recomendation as #2 priority project.

#6 ~~Odell Lake-Crescent Lake Jct.~~ Odell Lake — Camp Makuatla Rd (9): Same recommendation as #2 project. As a less-cost alternate, an 0-31 chip seal could replace the plant mix seal, however, the service life of the seal would be reduced in the range of 50 to 70 percent.

Eriksen Contacting Field on Material Sources

#7 Warm Springs Jct.-Willow Creek (5): Tack heavy and patch the potholes with a dense graded - high asphalt content ½"-0 mix. Seal the surface with an 0 - 31 chip seal.

#8 Hackett Drive-Crescent (6): Same recommendation as #2 priority project.

#9 Fremont Jct.-Hackett Drive (13): Same recommendation as #2 priority project.

#10 Bend SCL-Murphy Road (12): Same recommendation as #7 priority project.

#11 Glen Baker Road-Lava Butte (11): Reclamite seal and eventual Class "B" asphalt concrete overlay of 3 to 5 inch thickness or as required by deflection tests.

#12 Culver Highway-Jct. Madras/Prineville Highway (14): No work required.

#13 Collier Park-Williamson River (2): Based on a need for work to correct the base and pavement condition, the section would be in a #2 priority. However, the need for protection or the open graded pavement in its existing condition is low because of its age and fatigue failure.

#14 Sandy-Alder Creek (This section of Highway 26 was not included in Dale Allen's pavement condition inventory.) The last overlay was in 1978 with a Reclamite seal applied in 1979. A 3/4 inch thickness of Class "B" open graded plant mix seal is recommended after patching of the potholes with a dense graded - high asphalt content ½"-0 mix. A heavy tack for patching and the overlay is needed. Based on need for preservation of the pavement, the section is comparable to priority #4.

It is our opinion that the recent pavement problems found on the projects inspected are the result of mix segregation during construction and asphalt stripping from the effects of ice and water in the segregation areas. With the recent changes in contract specifications and enforcement of all specification requirements in future construction, we feel that asphalt concrete pavements can be built to provide the expected level of maintenance free service.

gs

cc: W. E. Schwartz
C. T. Keasey
Jack Sullivan
Dale Allen
Marion Craft
Mike Stovall
John Scofield

9043 4 Misc

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 4

SECTION Willamette Jct-Chemult
The Dalles-California Highway (Fuego-Forge Rd) #4
Klamath County

REGION 4

SURVEY AUTHORITY

AUTHORIZATION NO. 1 | PREFIX 18-1478 | DATE 4/19/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		200	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		200			
						TOTALS	$ 8,600	$ 8,600
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
STATE

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications, and estimate for an overlay contract.

Project to be combined with "Odell Lake-Camp Makulla Road" (Not Approved) and "Fuego Road-Forge Road" (18-1479) Sections.

mc

1 Versteeg
Anderson
2 Adams
Lisenab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig

RECEIVED
MAY 16 1983
ROAD DESIGN SECTION

cy Watson

Do Not File
Return to
Bring Up
Action

Approved by OTC 4-18-83

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
Phil Lewellyn	4/19/83	X	4/19/83
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X		X	4-19-83
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X			

734-1814 (7-82)

9043

File

3 12 81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. No. 9175	Falls City (N. Main St.) Polk County	February 9, 1981
R. A. Hatch Co. No. 8860	Ross Island Br.-SE 50th St. (Portland) Multnomah County	February 9, 1981
D Mc D Corporation No. 9174	Heppner Rock Production Morrow County	February 9, 1981
Aichele Landscaping & Ben Fox No. 8970	N.E. Maywood Place Multnomah County	February 13, 1981
R. L. Coats No. 9108	Fremont Jct.-Hackett Dr. Deschutes & Klamath Co.	February 13, 1981
Hamilton Electric, Inc. No. 8689	Pac. Hwy. W @ 5th Ave. (Eugene) Lane County	February 17, 1981
Ross Bros. Construction, Inc. No. 9125	Big Butte Creek Bridge Jackson County	February 17, 1981
A. K. Lundmark & Son, Inc. No. 9144	Upper White River (Crossing Rd.) Bridge Wasco County	February 17, 1981
R. L. Coats No. 9000	Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County	February 17, 1981
Eucon Corp. of Idaho No. 9012	Pendleton-Adams Umatilla County	February 19, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Humphrey Const., Inc. No. 8710	SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County	February 19, 1981
C. H. Savage Co. No. 9150	Columbia River (Astoria) Bridge Clatsop County	February 19, 1981
Dirt & Aggregate Interchange No. 9178	N. 11th St.-Wyeth St. (St. Helens) Columbia County	February 23, 1981
Babler Bros., Inc. No. 9020	Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County	February 24, 1981
Cascade Construction Co., Inc. No. 9161	Arterial Street Overlay (Portland) Multnomah County	February 24, 1981
Babler Bros., Inc. No. 9043	Willamette Jct.-Chemult Klamath County	February 26, 1981
Western Mixing Co.,Inc. No. 9045	Grass Valley-Shaniko Sherman County	February 27, 1981
F. Hodgson & Sons No. 9033	Deadmans Pass Safety Rest Area Umatilla County	March 5, 1981
Ontario Asphalt & Concrete Co. No. 9158	NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County	March 5, 1981
Johnson Rock Products, Inc. No. 9073	Florida Ave.-Vermont Ave. (North Bend) Coos County	March 6, 1981
Holst Construction Co. No. 9021	Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County	March 10, 1981
Stukel Rock & Paving, Inc. No. 9110	Fuego Rd.-Forge Rd. Klamath County	March 10, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Weaver Construction Co. No. 9081	Port of Entry (Farewell Bend) Malheur County	March 11, 1981
Nelson-Deppe, Inc. No. 9111	Jackson Creek Road-Hot Springs Road Malheur County	March 12, 1981

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

#9043

March 11, 1981

Seaboard Surety Company
Seattle First National Bank Building
1001 4th Avenue
Seattle, WA 98154

COM 5
#9043

Gentlemen:

Contract No. 9043 awarded to Kubler Bros., Inc. for paving on the Williamette Junction-Chemult Section of The Dalles-California Highway in Klamath County was completed on December 11, 1980, and accepted by the State Highway Division on February 26, 1981.

Final payment in the amount of $10,868.32 will be released to the contractor after March 16, 1981. The total contract amount is $1,534,948.50, and no work was performed under bond account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

cm

cc: Kubler Bros., Inc.
[illegible] S.E. Lake Road
Milwaukie, OR 97222

bc: C. T. Kinney
Walt Metz
V. E. Storey Attn: Dick Macek
Dale Allen

9043

4

Wayne F. Cobine
Resident Engineer
Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

January 19, 1981

Willamette Jct.-Chemult
The Dalles-California Highway
Klamath County

This letter is to acknowledge receipt and review of the construction narrative report on the subject project. The review was made by myself and the designer assigned to the project.

Vanstedy ✓
Anderson
Christensen
Olsen
Sullivan
Terpin
Trout
Wineriq

RECEIVED
JAN 21 1981
ROAD DESIGN SECTION

Do Not File ☐
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Bring Up / /
Action

FE:ah
cc: Dale Allen

RETURNED TO
DESIGN ENGINEER

9043 -

November 24, 1980

INT 9

Mr. John Post
P. O. Box 86
Chemult, OR 97731

Dear Mr. Post:

In your letter of November 7 you stated that Kay Huno had received free blacktop paving material when Babler Brothers resurfaced Highway 97 in Chemult, and further requested that she be billed for the material.

The blacktop paving that was done on the Kay Huno property was not done with public funds. The blacktop material had been rejected by the Resident Engineer and was disposed of by the contractor. No payment was made to Babler Brothers for this material or for the work involved in placing it.

I hope this will clear up any misunderstanding regarding this matter.

Sincerely,

F. B. Klaboe
Director

RCP:pw jv

bc: H. S. Coulter
Dale Allen
Robert C. Pool

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701

TO: H. S. Coulter
State Highway Engineer

DATE: November 20, 1980

FROM: Robert C. Pool
Region Construction/Maintenance Engineer

SUBJECT: Complaint, John Post, Chemult

Here is a draft reply for Fred Klaboe to Mr. John Post of Chemult.

The blacktop material which was placed on the Kay Muno property did not involve the use of public funds. The material had been rejected by the Resident Engineer and no payment was made to the contractor for the material or the placing of the material.

The following additional information may be helpful in reviewing this matter.

1. The Forest Service provided some reject material to the City of Chemult to make improvements at the Amtrak Station. John Post ended up receiving some of this material on his property and Kay Muno made a complaint to the Forest Service about this.

2. Babler Brothers did not charge Kay Muno for the blacktop work.

3. Two other property owners also received some free blacktop work from Babler Brothers.

4. There was one location in town where a small amount of AC was placed on private property at State expense. This was done to correct a drainage situation where water would have overflowed the AC ditch which was constructed through the town of Chemult.

RCP:pw
Enclosure

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OK/R

Contains Recycled Materials
81-125-1307

8P*75683.125

November 7, 1980

Mr. Fred B. Klaboe
Department of Transportation
135 Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Klaboe:

This letter is a formal complaint as a result of Kay Muno, owner of Lantern Trailer Park, Chemult, Oregon, receiving approximately 800 to 1,000 square feet of asphalt blacktop when Babler Bros. was resurfacing pavement in Chemult. No other business received any free blacktop and we would like an investigation into the facts as to why Kay Muno should receive free blacktop on her private property when practically every business in town could have used some also.

I would appreciate a timely reply as there has been a great deal of discussion and perhaps some hard feelings as a result of her obtaining the blacktop. If indeed she did receive the blacktop free of charge, I think it would only be fair if she paid for what she received at the current market price.

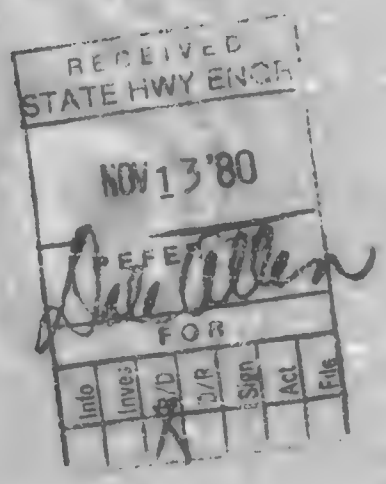
Please keep the origin of this letter confidential unless absolutely necessary.

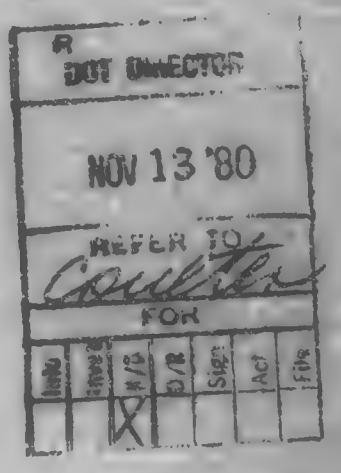
Sincerely,

John Post

John Post
P.O. Box 86
Chemult, Or. 97731
503-365-4442

JP/m





#9043

STATE OF OREGON

INTEROFFICE MEMO

9043
9110

DATE: October 31, 1980

TO: Dale Allen
Region Engineer

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Estimated Final Costs
State Construction Projects

Keesey — Richards
Jackmond — Berg
Hopkins — Inloes
Williams — Widmer
Johnson — Gebauer
Glenn — Church

RECEIVED
NOV 5 1980
CONSTRUCTION BRANCH

In May 1980 it was requested that we reduce cash flow on the contract projects listed below. At that time projections were made that indicated a total reduction of $520,563. The final estimated project costs indicates that $706,370 was saved.

PROJECT	ORIGINAL	ESTIMATED IN MAY	SEMIFINAL
The Dalles / Calif. - So. 6th St.	$ 1,217,626	$ 1,282,694	$ 1,147,294
Willamette Jct. - Chemult	2,382,368	2,144,016	2,095,425
Fuego Rd. - Forge Rd.	2,112,758	1,765,479	1,763,663
TOTALS	$ 5,712,752	$ 5,192,189	$ 5,006,382
TOTAL SAVINGS			$ 706,370

Most of the savings came from 3 items : 1) Contingencies, 2) Engineering, and 3) Reduction in asphalt escalation. Suprisingly, the total savings is more than anticipated even though some items were later reinstated.

-- WFC/jdm

11-7-80
Copy to H.S. Coulter

cc Keesey

RECEIVED
STATE HWY ENGR
NOV 10 '80
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

ROE RGE RDE PLA FAE
RTE RECEIVED GEO
RUE NOV 3 1980 RBE
RSO REGION 4
ASSIGNED

Contains Recycled Materials
81-125-1567

7643

4

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/18/79
Donald L Rout

October 18, 1979 Bid Letting _____ All Clear Deadline

SECTION Willamette Junction-Chemult
Highway The Dalles-California
County Klamtah Region 4
Type of Work Overlay Funds State
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					N/A No Fed Funds
Negative Declaration	X					
Project Assessment	X					
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					USFS Site - No permit req'd
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey	X					
Cultural Salvage	X					
NOISE:						
Noise Study	X					

9043

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willamette Jct.–Chemult		WEEK ENDING: September 5, 1980
		SECTION PREFIX: 18–1163
HIGHWAY: The Dalles–California		COUNTY: Klamath
NAME OF JOB: Willamette Jct.–Chemult	KIND OF WORK: Paving	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 9043	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 23, 1979	DATE WORK STARTED: April 10, 1980	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 250	WORK DAYS USED / CALENDAR DAYS USED: 197
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 79
PROJECT AUTHORIZATION: $2,382,368.06	ENGINEERING AUTHORIZATION: $169,412.84	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $2,212,955.22	ENGINEERING COST TO DATE: $68,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,207,790.00		DATE PROJECT WAS COMPLETED: August 20, 1980
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7.3 %	PERCENT OF AUTHORIZATION: 40 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					9.13
MILES PARTIALLY COMPLETED					9.13
MILES COMPLETED					85,900
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,600	16,300			79,400
TOTAL QUANTITIES CORRECTED TO DATE	9,000	9,000			79,400
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	9,000	9,000			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 31	FAIR			
MONDAY 1	"			
TUESDAY 2	"			
WEDNESDAY 3	"			
THURSDAY 4	"			
FRIDAY 5	"			
SATURDAY 30	FAIR			

RECEIVED
SEP 9 1980
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project has been completed. Semi-Final data will be submitted to Region office approx. September 30, 1980.

FINAL REPORT

SIGNED Walter Bartel LOCATION Klamath Falls

Walt Bartel, Ass't. Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9043

4

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION — DEPT.

378-6558 — TELEPHONE

TO: Memo to the File

DATE: August 31, 1979

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Willamette Jct.-Chemult Section
The Dalles-California Highway
Klamath County

The westbound traffic on the Willamette Highway is carried over the southbound lane of The Dalles-California Highway by a grade separation structure. The existing minimum vertical clearance under this structure is 14 feet.

The proposed six-inch overlay of the highway will reduce this vertical clearance to 13 feet-6 inches, which is unacceptable.

We have investigated the costs involved with either digging out or raising the structure to provide a vertical clearance of 16 feet. Based on the estimates, we are proposing to dig out to provide the clearance. The cost of digging out is approximately $100,000. The difference in cost between digging out and raising is approximately $48,000.

The contract plans are being revised to reflect the dig out.

DOC:cj
cc: E. S. Hunter
Dale Allen
L. K. Watson

Vernieg ✓
Andersen
Christensen
Olson
Sullivan
Terpin
Trout
Waiverlig

RECEIVED
SEP 04 1979
ROAD DESIGN SECTION

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4

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

DATE: June 14, 1979

SUBJECT:
Chemult Oxing SPRR Br., 7929
Willamette Hwy. Jct. Br., 7984
Willamette Jct.-Chemult Sec.
The Dalles-California Highway
Klamath County

Existing AC wearing surface should be removed from the Chemult Oxing and Willamette Highway structures and replaced with 1/2" of asphalt membrane and 1 1/2" of new AC wearing surface.

Existing deck joints on the Chemult Oxing structure should be cleaned out and resealed with poured sealer.

JEB:dh

cc Dale Allen
George Hopkins
Jack Sullivan

RECEIVED
JUN 14 1979
ROAD DESIGN SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
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Bring Up
Action

REFERRED TO
BY FINAL DESIGN ENGINEER

Heard Steudenmayer
Cole Temple
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due

61-125-1987

7043

4

Leonard L. Wallace

June 12, 1979

Lyle K. Watson
Lyle K. Watson

Willamette Jct.-Chemult
The Dalles-California Highway
Klamath County

A 4-inch overlay of the existing highway is proposed for this section, M.P. 194 to M.P. 203.80. Please review and submit your recommendations for handling the overlay and guardrail bridge connections for the following structures:

M.P. 195.15 - Br. No. 7929 - Highway and Oxing

M.P. 202.09 - Br. No. 7929 - Oxing SP RR

The field narrative is included which explains the existing conditions at each structure.

LKW:mw
Enc.
cc: K. E. Keller

Vorstoog
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
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RECEIVED
JUN 12 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

NARRATIVE REPORT

Willamette Jct. - Chemult
The Dalles - California Highway
Klamath County

The project is 9.1 miles along highway 97 (MP 194.70 to MP 203.80) and includes the one way interchange legs (2.13 miles) at the highway 58 connection for a total of 11.23 miles.

The typical section varies from 26 feet on the one way sections to 64 feet in the four lane section in Chemult (see typical sections as shown on the Surfacing Calculation Sheets). The proposal calls for a 1-inch leveling course and a 4-inch overlay of Class 'B' AC.

A tenetive material source located in section 3 T. 27 S., R. 8 E., W.M., locally known as South Walker Quarry is anticipated. Further investigations and discussions with the Forest Service will be made by the Regional Geologist. The important thing is the approximate date of award and occupation of the source itself. The source is currently being used for materials on the Odell Lake - Camp Makualla Rd. Section. The source is 1.4 miles east of M.P. 199.1 on The Dalles - California Hwy.

Within the limits of the project there are two structures, station 272+36 to 274+18 on the N-W line at the Willamette Interchange and station 645+06 to 648+32 overcrossing a railroad.

The first structure on the one-way ramp is 182 feet long, 30 feet wide and has an average of 3¼ inches of asphalt concrete over the concrete surface. The condition of the wearing surface would have to be considered fair to poor. At present there is no guardrail on either end of the structure, therefore I propose installing a bridge connection, 25 feet type 3 and 125 feet type 2A with appropriate anchor and end piece on each side of the approach end only.

The second structure, 326 feet long, 30 feet wide has an average of 1¼ inches of asphalt concrete over the concrete deck. Condition of the wearing surface is considered very poor and should be either replaced and/or overlayed. Guardrail is present on both ends of the structure with the rail on the northerly end of current design, being upgraded on a 1968 contract. The guardrail on the southerly end is different on both sides, being of the old style, either ½ round or corrigated rail members on wood posts, 12½ foot centers, no blocks, no anchors, no bridge connections. It is being recommended that the runs on the southerly end be upgraded to current design for the 1115 feet. Removal of the existing guardrail to be covered under "Removal of Structures and Obstructions".

9042

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 17, 1979

In Reply Refer to
File No.:

1. Polallie Cr.-Mt. Hood I.
2. Middle Fk. Will. R.-Salmon
3. Odell Lake-Makualla R.

A. R. Westby
Office of Federal Highway Projects
Federal Highway Administration
610 East Fifth Street
Vancouver, WA 98661

Dear Mr. Westby:

Foster Reservoir-Cascadia State Park Section
Santiam Highway, Forest Highway #32
Linn County

In addition to the three projects already given you by phone as substitutes for the subject project, the following projects are submitted for consideration as substitutes also:

1. Nesika Beach-Wedderburn Section
   Oregon Coast Highway, Forest Highway #10
   Curry County
   Overlay and Safety 6.5 miles $500,000±

2. Willamette Junction-Chemult Section
   The Dalles/California Highway, Forest Highway #19
   Klamath County
   Overlay and Safety 7.0 miles $1,000,000±

3. Castle Rock-Cedar Creek Section
   Three Rivers Highway, Forest Highway #1
   Tillamook County
   Overlay 11.7 miles $900,000

4. Fox-Beech Creek Section
   Pendleton-John Day Highway, Forest Highway #34
   Grant County
   Overlay-Widen 11.9 miles $2,200,000±

RECEIVED
TECHNICAL SERVICES
MAY 18 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appr | File

If it is determined to substitute one or more of these projects for the Foster Reservoir-Cascadia State Park project, please let us know and we will begin work on getting plans and specifications prepared for your use.

Sincerely,

Frank E. Terpin

Frank E. Terpin
Location Engineer

bc: H. S. Coulter
E. S. Hunter
D. H. Moehring
FHWA

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9043

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-1(8)

STATE PROJECT NO.
See below

FROM:
Mr. G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.

ITEM NO.
90211

COUNTY NAME
Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
State of Oregon
Salem, Oregon

Received 5/16/79 orig to Moehring

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5-15-79	Primary 4	Primary 4

GENERAL LOCATION:
Willamette Junction - Chemult Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's May 8, 1979 letter I concur that the subject project is a non major action as set forth in FHPM 7-2-2 paragraph 10e.

You are now authorized to proceed with the work as shown above for a total estimated cost of $15,000 with Federal participation limited to $13,215.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-15-79	G. L. Green	for Division Administrator

FORM FR-1249 (REV. 6-69) EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—781-918

. 1979 6th St.-Territorial Hwy. 9044
. (Veneta) Sec. of Hunter Ave.
. (Grading & paving)

COA 6417 3-10-78

AD 467 PE 700.00 CC 1861
500.00
200.00 remaining

1/11/79
City council said they would go for
to additional $20,000 so ok up to $94 or $95,000

Retired 5570 — 4-24-81

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-23-81	CC 81-37	

CREDIT DISTRIBUTION
320-1932-295
320-1031-295

BILL TO: Code:

City of Veneta

City Hall

Veneta, Oregon 97487

Attn: Shirley M.J. Overed, City Recorder

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: 6th Street-Territorial Highway Section (Veneta). This is an OFF SYSTEM Project No. SOS-2002(1).			
Funds for Project:			
City Advance Deposit for P.E.			$ 700.00
City Advance Deposit for Construction			68,000.00
Federal Funds Collected			64,500.00
			126,631.92
Less Project Costs			$ 6,568.08
OVER PAYMENT			5,500.00
Less Prior Refund			
FINAL REFUND DUE CITY			$ 1,068.08
(Please send copy of Itemized Statement with billing)			

Advance Deposit Amount		$ 68,700.00
Advance Deposit Previously Transferred to Highway Fund	PRIOR REFUND	5,500.00
		$ 55,100.00
Balance		$ 8,100.00
Transfer to Highway Fund		$ 7,031.92
Refund Due		$ 1,068.08
Partial or final request for billing	FINAL	
Number of the previous request in connection with this service.	CC 1861, CC 2029, CC 81-22	

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Approved:

D. E. Swan

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 6-23-81

CITY VENETA Contract No. 9044 Date Completed 7-15-80

PROJECT # SOS-2002(1) Section 6th Street-Territorial Highway (Veneta)

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E.	$ 10,890.42
Construction:	$106,764.26
Payment to Contractor	8,806.65
Engineering	170.59
E.E.O.	$115,741.50
Total Project Cost	$126,631.92
Funds for Project:	
City Advance Deposit for P.E.	$ 700.00
City Advance Deposit for Construction	68,000.00
Federal Funds Collected	64,500.00
TOTAL FUNDS FOR PROJECT	$133,200.00
Less Project Costs	126,631.92
	$ 6,568.08
Less Prior Refund	5,500.00
FINAL REFUND TO CITY	$ 1,068.08

Reference: Billing Form CC 81-37

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	6th Street-Territorial Hwy. (Veneta) Section City Street in Lane County					
	Preliminary Engineering Type Code P.E. State		All Required		$10,890.42	
	Construction Type Code 6201 Roadway (Sta. 9+69 To Sta. 25.27) Final Contract Payment Summary		Lump Sum		$ 64,140.11	
	Misc. Project Cost EEO Monitoring Expense		All Required		170.59	
	Total Participating Cost				$ 75,201.12	
	Nonparticipating Cost Interest on Final Payment		All Required		30.04	
	Final Contract Payment Summary		Lump Sum		42,594.11	
	Construction Engineering		All Required		8,794.89	
	Total Non Participating Cost				$ 51,419.04	
	Total Project Cost				$126,620.16	
	Prepared based on Participating Costs as shown on Federal Billing as of 4/26/81.					

AMOUNT CARRIED FORWARD

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE: Oregon	FEDERAL AID PROJECT NO.: SOS-2002(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 7-7-78 To: 3-27-81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$126,620. 16	$75,201.12	85.77%	$64,500.00	$64,500.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V.E. Skoog, Controller 4-24-81

0.00

Rec'd 4/9/81

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

| | | |

						** JOB TOTALS **			252.89	**	618,083.77	**	919,383.08	**
W 1ST AVE-SPTC XTNG(EDGEWAT	CONT NO	320	1030	FA PROJ NOS	900	00 P 1							1,182.27	STATE 79 80

TOTAL TO DATE JOB COST SUMMARY — APRIL 1981 — PAGE 202

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX			FUNCTION		CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE		ACTIVE BEG	YRS END
				TOT	P1					1,182.27			
				** JOB TOTALS **			**		**	1,182.27	**		
6TH ST-TERRITORIAL HWY	CONT NO	320	1031	FA PROJ NOS	201	SOS 002001 100 00 P 1	42,594.11CR		22,790.66		64,140.11	STATE 80	81
		320	1031		201	00 N 1	42,594.11		42,594.11		42,594.11	81	81
		320	1031		204	00 P 1			2,067.47			80	80
		320	1031		206	00 N 1			30.04		30.04	80	80
		320	1031		296	00 N 9			16,985.63CR		55,323.00CR	80	80
		320	1031		298	00 N 9			16,985.63		55,323.00	80	80
		320	1031		900	00 P 1	8,743.49CR		4,636.87CR			79	81
		320	1031		900	00 N 1	8,743.49		8,743.49		8,743.49	81	81
		320	1031		920	00 P 1	51.40CR		51.40CR			79	81
		320	1031		920	00 N 1	51.40		51.40		51.40	81	81
		320	1031		945	00 P 1	11.76		11.76		11.76	81	81
		320	1031		985	00 P 1			65.21		170.59	80	80
					TOT	P1	51,377.24CR		20,296.83		64,322.46		
					TOT	N1	51,389.00		51,419.04		51,419.04		
				** JOB TOTALS **			11.76	**	71,665.87	**	115,741.50	**	
AMAZON CHANNEL(ACORN PARK ST)	CONT NO	320	1033	FA PROJ NOS	BROS003001	82					BROS003001	18 STATE	
		320	1033		201	00 P 1	.75CR		144,427.86		144,427.86	80	81
		320	1033		201	00 N 1	1,030.13		1,030.13		1,030.13	81	81
		320	1033		203	00 P 1			2,400.00CR		2,400.00CR	80	81
		320	1033		204	00 P 1	1,640.00		360.00CR		360.00CR	80	81
		320	1033		204	00 P 8	360.00		360.00		360.00	81	81
		320	1033		206	00 N 1	94.87		94.87		94.87	81	81
		320	1033		206	00 N 8	20.82		20.82		20.82	81	81
		320	1033		296	00 N 9			145,942.00CR		149,942.00CR	80	81
		320	1033		297	00 N 9			23,600.00		23,600.00	80	80
		320	1033		298	00 N 9			126,342.00		126,342.00	80	81
		320	1033		900	00 P 1	33.49		18,655.28		18,655.28	80	81
		320	1033		900	00 P 8	7.35		7.35		7.35	81	81
		320	1033		911	00 P 8			257.76		257.76	81	81
		320	1033		920	00 P 1			91.85		136.57	80	80
		320	1033		940	00 P 1			15.45		15.45	81	81
		320	1033		945	00 P 1	27.13		257.02		257.02	81	81
		320	1033		945	00 P 8	5.96		5.96		5.96	81	81
		320	1033		960	00 N 1			102.14		102.14	81	81
					TOT	P1	1,699.87		160,945.21		160,989.89		
					TOT	N1							

TOTAL TO DATE JOB COST SUMMARY — APRIL 1981 — PAGE 754

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	BR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
SPRRXING @ S 6TH, COT GROV	CONT NO	FA PROJ NOS RRS 420001 100					STATE
	320 1923					71.76CR	
	320 1924					71.76	
	320 1925					79.67	
	320 1926					79.67	
		TOT				79.73	
		** JOB TOTALS **			**	79.73 **	
SPRRXING @ 42ND, SPRGFLD	CONT NO	FA PROJ NOS RRS 260001 100					STATE
	320 1926					62.25CR	
	320 1927					62.25	
	320 1928					69.17	
		TOT				69.17	
		** JOB TOTALS **			**	69.17 **	
CITY OF EUGENE PAVE :WNG	CONT NO	FA PROJ NOS RRS 000072 100					STATE
	320 1927					157.73CR	
	320 1927					157.73	
	320 1927					157.73	
	320 1927					157.73	
		TOT				157.73	
		** JOB TOTALS **			**	157.73 **	
VENETA-6TH-TERRITORIAL HWY	CONT NO	# FA PROJ NOS RRS 002001 100					STATE
	320 1932					500.00	
	320 1932					9,477.00CR	
	320 1932					1,177.00	
	320 1932					1,833.00	
	320 1932					5,087.22	
	320 1932					281.28	
	320 1932					137.28	
	320 1932					22.44	
	320 1932					71.13	
	320 1932					114.13	
	320 1932					1,109.43	
	320 1932					54.11	
	320 1932					93.62	
	320 1932					10,890.42	
		** JOB TOTALS **			**	10,890.42 **	
KINGWOOD & 10TH FLORENCE	CONT NO	# FA PROJ NOS RRS 001001 100					STATE
	320 1933					800.00	
	320 1933					7,400.00CR	
	320 1933					6,600.00	

9044

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
4-27-81	CC 81-22	

CREDIT DISTRIBUTION: 320 - 1031 - 295

BILL TO: Code:

City Council

City Hall

Veneta, Oregon 97487

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
PARTIAL BILLING: 6th Street - Territorial Hwy. Section - Hunter Avenue. This is an Safer OFF SYSTEM Project No. SOS-2002(1)			

Advance Deposit Amount	$ - - -
Advance Deposit Previously Transferred to Highway Fund	$ - - -
Balance	$ - - -
Transfer to Highway Fund	$ - - -
Refund Due	$ 5,500.00
Partial or final request for billing	PARTIAL
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

D. E. Swan

D. E. Swan

SI *35734-734

9044

April 24, 1981

Shirley M. J. Overed
City Recorder
City of Veneta
P.O. Box 458
Veneta, Oregon 97487

Dear Ms. Overed:

SUBJECT: 6th Street- Territorial Hwy. Section
Hunter Avenue, SOS-2002(1)

We have received final costs on your Safer OFF-SYSTEM Project from our Accounting Section as follows:

Preliminary Engineering Costs	$ 10,890.42
Construction Costs	115,729.74
TOTAL PROJECT COSTS	$126,620.16
City's Advance Deposit for P.E.	$ 700.00
City's Advance Deposit for Construction	55,000.00
Federal Funds for Project	64,500.00
TOTAL PROJECT FUNDS	$133,200.00
Less Project Costs	-126,620.16
APPARENT REFUND TO CITY	$ 6,579.84

Please consider the possibility of some small additional administrative charges reducing the City's apparent refund to approximately $6,500.

We anticipate the final billings and voucher will be prepared in 4 to 6 weeks, however, we will immediately give the City an advance refund of $5,500. We will then send the remaining estimated $1,000 when the final billings are made.

We appreciate your cooperation in the development of this project and trust that such mutual feeling will continue in the future.

Very truly yours,

R. H. Prange
Local Programs Engineer

4-24-81 oc- 81-L~ Partial billing

RHP:pf

COPY TO: ACCOUNTING
ATTN: JAN PETERSON

#9044

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 9044

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SOS-2002(1)	Lane	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, involved (1) construction of roadbed, aggregate base and asphalt concrete pavement, (2) installation of pipe, and (3) construction of concrete inlets, walks, driveways and curbs.

Work was completed July 15, 1980 on the 6th St.-Territorial Hwy. (Veneta) Section of Hunter Avenue (City Street) in the City of Veneta.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Eugene Sand & Gravel, Inc.	$ 107,031.85

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* _____

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR MAR 30 '81 REFER TO By Keasey FOR

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 31 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.290	32	--	--

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
T. P. Lowe, Area Engineer	8-19-80

12. IN COMPANY WITH
Unaccompanied

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE W. M. Bryant W. M. Bryant

14. TITLE	15. DATE
Area Engineer	3-27-81

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner

17. TITLE	18. DATE
Field Operations Engineer	3-27-81

FORM PR-33C (Rev. 7-72) Previous editions of this form are obsolete

9044

January 9, 1981

PRO 6

Ms. Shirley M. J. Overed
City Recorder
City of Veneta
Veneta, Oregon 97487

SUBJECT: 6th Street-Territorial Highway Section
Hunter Avenue
SOS-2002(1)
Final Costs

Dear Ms. Overed:

In answer to your inquiry of January 7, 1981, we have looked into the status of your Off-System project. Our Accounting Section has informed us that we can expect final billing in about three months, or sometime in April.

Final payment was made to the contractor in the latter part of November, and within the next few days we will be billing the Federal Highway Administration for federal participating funds. We will at the same time ask for their acceptance of the project. Then, barring additional charges, we can expect to close out the project and make final billing in April.

As of now, it looks like the project may underrun the original authorization of $133,000 by $4,000 to $5,000. If our projection is correct, you may expect to be refunded that amount.

Very truly yours,

Robert H. Prange
Local Progress Supervisor

RHP:pf

cc: Jan Peterson
Jack Ayres, Region 3

	320	1932	910	00	P	1			132.75
	320	1932	911	00	P	1			22.44
	320	1932	913	00	P	1			71.15
	320	1932	914	00	P	1			114.12
	320	1932	920	00	P	1			1,189.63
	320	1932	921	00	P	1			

TOTAL TO DATE JOB COST SUMMARY — NOVEMBER 1980 — PAGE 649

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
PE	320	1932	922	00	P	1			64.1
	320	1932	923	00	P	1			89.62
			TOT	P1					10,890.42
			** JOB TOTALS **				**	**	10,890.42 **

6TH ST-TERRITORIAL HWY	CONT NO 9044 = FA PROJ NOS SOS (002001) 100									STATE	
CONSTR.	320	1031	201	00	P	1		65,384.77	106,734.22	80	80
	320	1031	204	00	P	1		2,067.47		80	80
	320	1031	206	00	N	1		30.04	30.04	80	80
	320	1031	296	00	N	9		16,985.63CR	55,323.00CR	80	80
	320	1031	298	00	N	9		16,985.63	55,323.00	80	80
	320	1031	900	00	P	1		4,045.49	8,682.36	79	80

106 7944.2"

TOTAL TO DATE JOB COST SUMMARY — NOVEMBER 1980 — PAGE 167

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	320	1031	920	00	P	1			51.40	79	80
	320	1031	985	00	P	1		65.21	170.59	80	80
			TOT	P1				71,562.94	115,638.57		
			TOT	N1				30.04	30.04		
			** JOB TOTALS **				**	71,592.98 **	115,668.61 **		

320	1932	910	00	P	1					
320	1932	911	00	P	1					137.76
320	1932	913	00	P	1					22.44
320	1932	914	00	P	1					71.15
320	1932	920	00	P	1					114.12
320	1932	921	00	P	1					1,189.63

TOTAL TO DATE JOB COST SUMMARY — NOVEMBER 1980 — PAGE 649

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
PE	320	1932	922	00	P 1			54.11
	320	1932	923	00	P 1			89.62
			TOT		P1			10,390.42
			** JOB TOTALS **			**	**	10,390.42 **

6TH ST-TERRITORIAL HWY — CONT NO 90M4 = FA PROJ NOS SOS 002001 100

	PREFIX		FUNCTION		GR			STATE	
CONSTR.	320	1031	201	00	P	1	65,384.77	106,734.22	80	80
	320	1031	204	00	P	1	2,067.47		80	80
	320	1031	206	00	N	1	30.04	30.04	80	80
	320	1031	296	00	N	9	16,985.63CR	55,323.00CR	80	80
	320	1031	298	00	N	9	16,985.63	55,323.00	80	80
	320	1031	900	00	P	1	4,045.49	8,682.36	79	80

106 + 4 = 110

TOTAL TO DATE JOB COST SUMMARY — NOVEMBER 1980 — PAGE 167

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	320	1031	920	00	P 1			51.40	79	80
	320	1031	985	00	P 1		65.21	170.59	80	80
			TOT		F1		71,562.94	115,638.57		
			TOT		N1		30.04	30.04		
			** JOB TOTALS **			**	71,592.98 **	115,668.61 **		

320	1932	910	00	P	1						22.48		
320	1932	911	00	P	1						71.15		
320	1932	913	00	P	1						114.12		
320	1932	914	00	P	1						1,189.63		
320	1932	920	00	P	1								
320	1932	921	00	P	1								

NOVEMBER 1980 PAGE 649

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
PE	320 1932	922	00 P 1			54.11
	320 1932	923	00 P 1			89.62
		TOT	P1			10,850.42
		** JOB TOTALS **		**	**	10,850.42 **

6TH ST-TERRITORIAL HWY	CONT NO 90411 = FA PROJ NOS SOS 002001 100						STATE	
CONSTR.	320	1031	201	00 P 1	65,384.77	106,734.22	80	80
	320	1031	204	00 P 1	2,067.47		80	80
	320	1031	206	00 N 1	30.04	30.04	80	80
	320	1031	296	00 N 9	16,985.63CR	55,323.00CR	80	80
	320	1031	298	00 N 9	16,985.63	55,323.00	80	80
	320	1031	900	00 P 1	4,045.49	8,682.36	79	80

106,734.22

NOVEMBER 1980 PAGE 167

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	320 1031	920	00 P 1		65.21	51.40	79	80
	320 1031	985	00 P 1		71,542.94	170.59	80	80
		TOT	P1		30.04	115,638.57		
		TOT	N1			30.04		
		** JOB TOTALS **		**	71,592.98 **	115,668.61 **		

#9044

October 10, 1980

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

COM 3
#9044

Gentlemen:

Contract No. 9044 awarded to Eugene Sand & Gravel, Inc. for work on the 6th Street-Territorial Highway Section in Veneta, Lane County, was completed on September 5, 1980, and accepted by the State Highway Division on October 3, 1980.

Final payment in the amount of $5,633.37 will be released to the contractor after October 15, 1980. The total contract amount is $196,784.22 including $1,609.91 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

kkr

cc: Corrcon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

Eugene Sand & Gravel, Inc.
3090 N. Delta Highway
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacak)
Alfred Shirley

9044

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

10-8

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
E. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

O. B. Hakmond

For C. T. Keasey
Asst. State Highway Engineer

9044

September 30, 1980

Ms. Shirley M. J. Overed
City Recorder
City of Veneta
P.O. Box 458
Veneta, Oregon 97487

SUBJECT: 6th Street-Territorial Highway Section
Hunter Avenue
SOS-2002(1)
Final Costs

Dear Ms. Overed:

In answer to your inquiry of September 11 and confirming our telephone conversation of September 23, this is to inform you it will be very unlikely that final costs on your Safer Off System Project will be available before January 1, 1981.

Although the actual work was completed on July 15, 1980, we have not received all billings from the contractor, Eugene Sand & Gravel, Inc. Until all bills have been received and paid by our Accounting Section we cannot issue any final statements.

As of September 16 we have paid out $109,484.43 in construction costs and $10,890.42 in preliminary engineering for a total of $120,374.85. Over $1,600 of that has been paid since September 1. If the present trend continues we could underrun the original total project estimate of $133,183.65 given to you October 19, 1979.

By copy of this letter I am asking our Region Federal Aid Engineer, Jack Ayres, in Roseburg, to influence the early submission of both the State's final engineering charges and the contractor's final billings so that final project costs can be determined and the City may proceed with its assessment.

Sincerely,

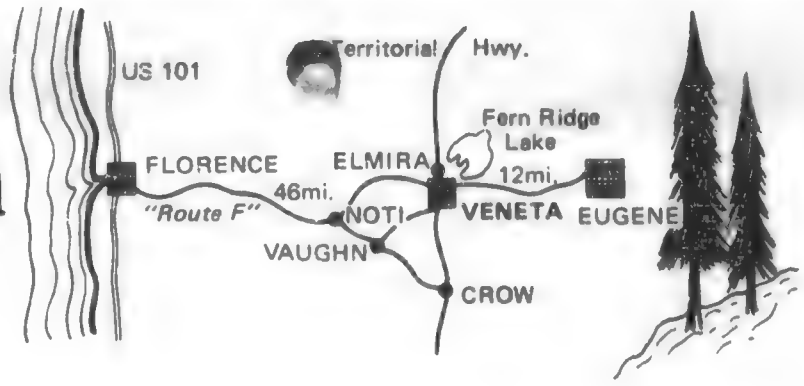
Robert H. Prange
Local Programs Engineer
Highway Division
207 Transportation Building
Salem, Oregon 97310

RHP:pf

cc: Jack Ayres, Region 3

9 mH.

City of Veneta
P. O. Box 458
VENETA, OREGON 97487
Phone: 935-2191



September 11, 1980

Mr. Don Harwell
County-City Engineer
Highway Division
Project Management Branch
Department of Transportation
207 Transportation Building
Salem, Oregon 97310

Re: City of Veneta, Oregon
Hunter Road, (Territorial to 6th)
FAP SOS 2002(1)

Dear Mr. Harwell:

At the suggestion of Mr. David L. Black who recently came to the City Hall, I am writing you to ask for the final cost of the above project so that I may proceed with assessment of the cost to the property owners on that street. Under date of letter August 27, 1980 the city wrote to Mr. Dave Jones, the resident engineer of the above project, directing him to release funds so that the contractor can be paid. If there are any funds due the City of Veneta we would appreciate their being submitted to the City. In any event, if it is not your department to indicate the cost of that project which we will assess, would you please direct this request to the appropriate department.

Very truly yours,

Shirley M. J. Overed
City Recorder
935-2191
135-2191

Costs 9-23-80: Contract Est 10-14-79

Constr.	109,484.43	123,183.65
P.E.	10,890.42	10,000.00
Total	$120,374.85	$133,183.65

Orig. Cont. Act.

1p

9044

Veneta

ROAD DESIGN SECTION

DES 16-1

Dave Jones
Resident Engineer

August 25, 1980

Donald M. Stoudenmeyer
Design Engineer Supervisor

Narrative Report
Sixth Street-Territorial Highway
(Veneta)
Lane County

This is in reply to your narrative on the subject project and, more specifically, to your comments on traffic control.

You state that the planned traffic control and temporary signing was poor in that there was too much useless temporary signing. Your overruns, underruns show only 26 square feet less. Also, your barricades are a large overrun (10 estimated and 33 used).

You state that the flagging was totally unnecessary. George Sanford usually asks the Resident Engineer how many hours of flagging he will need and informs us. Except for signal jobs only, we do not provide flagging hours.

Thank you for the opportunity to review this.

DMS:ja

cc W. G. Baard

REFERRED TO
2 Board WOB 1 Staudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Ltr & response

NARRATIVE REPORT

6TH ST.-TERRITORIAL HWY. (VENETA)
CONTRACT 9044

INTRODUCTION

This project involved grading and paving of a city street in the City of Veneta. The project was a Federal-Aid safer-off-system project. The original authorization was $123,183.65 with total final cost in the neighborhood of $113,000.00+.

GENERAL INFORMATION

The project was awarded to Eugene Sand & Gravel, Inc. on November 8, 1979, with 165 calendar work days to complete the project. The contractor completed the project on July 15, 1980 using 123 calendar work days.

The project was bid at the request of the City of Veneta with two alternates; one was a two-lane street with roadside ditches, the other alternate was a two-lane street with curb and gutters. The city opted for the curb and gutter section.

The selection of the curb and gutter alternative led to several problems. These problems centered around the city engineer (a consultant) and the two political factions on the city council.

The grade of the street and the effect of curbs on the drainage caused complaints from abutting property owners. These complaints were stimulated and kept going by the city engineer who was second guessing the design. Finally with two stop work orders, grade revisions, and several meetings with citizens and the city council thw work proceeded and was completed without any complication.

Very good.

1 Verstoeg
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 19 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up Action

PROGRESS OF PROJECT (EARTHWORK)

The earthwork consisted of approximately 3000 cubic yards of excavation with 2000 cubic yards surplus that was hauled to waste.

The specification giving the resident engineer the right of approval of disposal sites was used to the State's advantage, in this case the contractor was requested to waste the surplus material at the Veneta maintenance station to improve the site unless he could find a location with less haul distance. Consequently approximately 5000 square feet of additional storage area was added at the maintenance station.

Earthwork was bid on a lump sum basis on this project and that saved considerable engineering in remeasure and staking.

PROGRESS OF PROJECT (BASES)

The contractor would typically complete excavation on one or two blocks and immediately follow that with base rock at about half the required depth. This did two things; provided for traffic and furnished a "roof" over the subgrade to protect it from the spring rains. After completion of the subgrade and installation of drainage, the contractor completed the base rock and processed base rock. After installation of the curbs the contractor then laid the required 3/4"-0 leveling course. The leveling course required an extra work process and it is my opinion that we could just as well specified one size of rock full depth and saved fuel, money, and time.

Rock measurement was set up on a square yard basis and this saved considerable engineering costs and also was not hard to control.

PROGRESS OF PROJECT (PAVEMENTS)

A.C. pavement of commercial mix 3½" nominal depth was required. The base lift was placed one day and the top lift a second day. Again measurement was

on a square yard basis and again there was savings in engineering costs.

PROGRESS OF PROJECT (INCIDENTALS)

Storm sewer installation went smoothly. The contractor used a laser for pipe grade and again there was a savings in engineering costs. There were no problems with manhole or inlet construction.

Curb construction was done with a curb extrusion machine with very good results. Sidewalk construction was done only where called for on the plans.

Concrete driveway construction was eliminated except at sidewalk sections and one driveway where there was a grade conflict. The driveway elimination was done to say money at the city's request.

Signing of the project consisted of removal and installation of stop signs. This was done by the contractor incidental to this work by salvaging and reinstalling the existing stop signs.

TR[redacted]

The traffic control and temporary signing plan for this project was very poor. By this I mean the plan was over done, there was too much useless temporary signing. The temporary barricades specified for the project were not used, instead a verbal agreement was made at the preconstruction conference to substitute Cantel barricades on a equivalent "barricade-day" basis. This provided good protection and marking for protruding manholes, valve boxes, etc.

The alloted manhours of flagging was totally unnecessary and not used due to localized traffic that had day to day knowledge of the construction area.

CONSTRUCTION PROBLEMS

There were no significant construction problems except a couple of small wet spots in the subgrade that were aereated and dried.

SUMMARY & CONCLUSIONS

The project was a very simple and straight forward project without the complications caused by the city engineer.

The methods set up for measurement on this project drastically reduced the field engineering, with the specified methods we would have saved approximately 50% of the engineering monies if we hadn't had the problems with the city engineer.

All in all the project turned out very satisfactory.

Dave Jones
Resident Engineer

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: 6th St.-Territorial Hwy.(Veneta) Contract: 9044
Highway: Hunter Ave. (City St.) Prefix: 320-1031
County: Lane FAP No.: SOS-2002(1)

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMIFINAL	±%
	SUMMARY				
	Bid Items	$	107,031.85	104,727.31	-2
	Anticipated Items	$	1,500.00	0	-100
	Contingencies	$	4,883.93	2,000.00	-59
	Engineering	$	9,767.87	6,627.67	-32
	Total	$	123,183.65	113,354.98	-8

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

BI 20	Temporary Signs	Sq.Ft.	210	184	-12

All required.

BI 21	Temporary Barricades	Each	10	33	+230

Increase in barricades was necessary to mark new construction features and provide better traffic control.

BI 22	Flagmen	Hour	300	0	-100

Not necessary to traffic control.

BI 25	Trench Excavation	Cu.Yd.	170	333.7	+96

Increase in pipe quantity caused increase in trench excavation.

BI 26	Coarse Aggregate Base	Sq.Yd.	5,700	5,971.9	+5

Necessary to complete driveway construction and small amounts used to backfill roadbed soft spots.

BI 27	3/4"-0 Aggregate Base	Sq.Yd.	5,120	5,528.1	+8

Necessary to complete driveway construction.

BI 29	12-Inch Culvert	Lin.Ft.	50	86	+72

Small original quantity and additional length caused large % overrun.

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMIFINAL	±%
BI 30	10-Inch Sewer	Lin.Ft.	40	48	+20

Overrun a reflection of small quantity.

BI 31	12-Inch Sewer	Lin.Ft.	1,384	1,533	+11

Additional pipe installed along Territorial Hwy. to alleviate safety hazard.

BI 32	Concrete Inlet, Type G-2	Each	2	4	+100

Elimination of curb radii at each end of project at request of City necessitated changing from CG-2 to G-2 inlets.

BI 33	Concrete Inlet, Type CG-2	Each	13	11	-15

Elimination of curb radii at each end of project at request of City necessitated changing CG-2 to G-2 inlets.

BI 36	Concrete Driveways	Sq.Yd.	225	44.2	-80

Reduced at the request of City to save costs.

BI 37	Concrete Curbs	Lin.Ft.	3,000	2,862.0	-5

Reduction caused by elimination of curb radii at each end of project.

BI 38	Asphalt Approaches	Sq.Yd.	20	0	-100

Not required due to redevelopment of abutting property.

BI 40	Adjusting Inlets	Each	1	0	-100

Done by City.

9044

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: 6th St. - Territorial Hwy.	SECTION: 6th St. - Territorial Hwy.	WEEK ENDING: August 16, 1980
		SECTION PREFIX: 320-1031
	HIGHWAY: City St. (Hunter Ave.)	COUNTY: Lane
	KIND OF WORK: Grading and Paving	
CONTRACTOR: Eugene Sand & Gravel, Inc.	CONTRACT NUMBER: 9044	FEDERAL AID PROJECT NUMBER: SOS-2002(1)
DATE OF CONTRACT: November 8, 1979	DATE WORK STARTED: May 5, 1980	ESTIMATED COMPLETION DATE: July 15, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 165	CALENDAR DAYS USED 126
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 76
PROJECT AUTHORIZATION: $ 123,183.65		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 113,415.78	ENGINEERING AUTHORIZATION $ 9,767.87	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 109,810.35	This Week 60.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
	ENGINEERING COST TO DATE $ 6,485.99	
ESTIMATED PERCENT: OVERRUN / UNDERRUN 3 %	PERCENT OF AUTHORIZATION 66 %	DATE PROJECT WAS COMPLETED: July 15, 1980

Semifinal to be submitted to Region 8-12-80.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		.29			.29
MILES PARTIALLY COMPLETED					
MILES COMPLETED		.29			.29
TOTAL ESTIMATED QUANTITIES (CONTRACT)		10,820 sq yd			5,100 sq yd
TOTAL QUANTITIES CORRECTED TO DATE		11,500 sq yd			5,262 sq yd
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		11,500 sq yd			5,262 sq yd
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
AUG 18 1980
CONSTRUCTION BRANCH

Richards
Berg
Intoes
Widmer
Gebauer
Church

Jackman
Hopkins
Williams
Johnson
Glenn

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final inspection made by resident engineer, Jim Gix, and Bob Ewen on August 12, 1980.

Final Report.

SIGNED _____ LOCATION Springfield

David L. Jones, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-72-9

9044

TO: Memo to File

DATE: June 4, 1980

Original Signed by David L. Jones

FROM: Dave Jones
Resident Engineer

SUBJECT: Meeting with Veneta City Council
May 30, 1980
Hunter Street
SOI Project

On May 30, 1980, a meeting was held with the Veneta City Council to review and discuss the perceived problems with the grade being constructed on Hunter Street.

Those in attendance were the council, city recorder, the city engineer (Mr. Ray Walters), three property owners, the media, and representing the state were Jim Gix, Duane Christensen, Don Harwell, Dave Jones, and Jack Ayres.

The meeting was called to order at 10:00 a.m. by Mayor Gutman. Followed by introductions, Jim Gix made an excellent presentation on the History of the project to date. A lengthy exchange and discussion was held between Mr. Gix, members of the council, the city engineer and Mr. Jones.

The discussion was centered around the grade being constructed, access to properties and drainage behind the curbs.

The upshot of the discussion was that the grade could be lowered but would be an additional expense to the city.

The Mayor then asked for a motion to bring the discussion off "dead-center", councilman Hayes stated, "that if a motion was made, he would walk off."

Draft

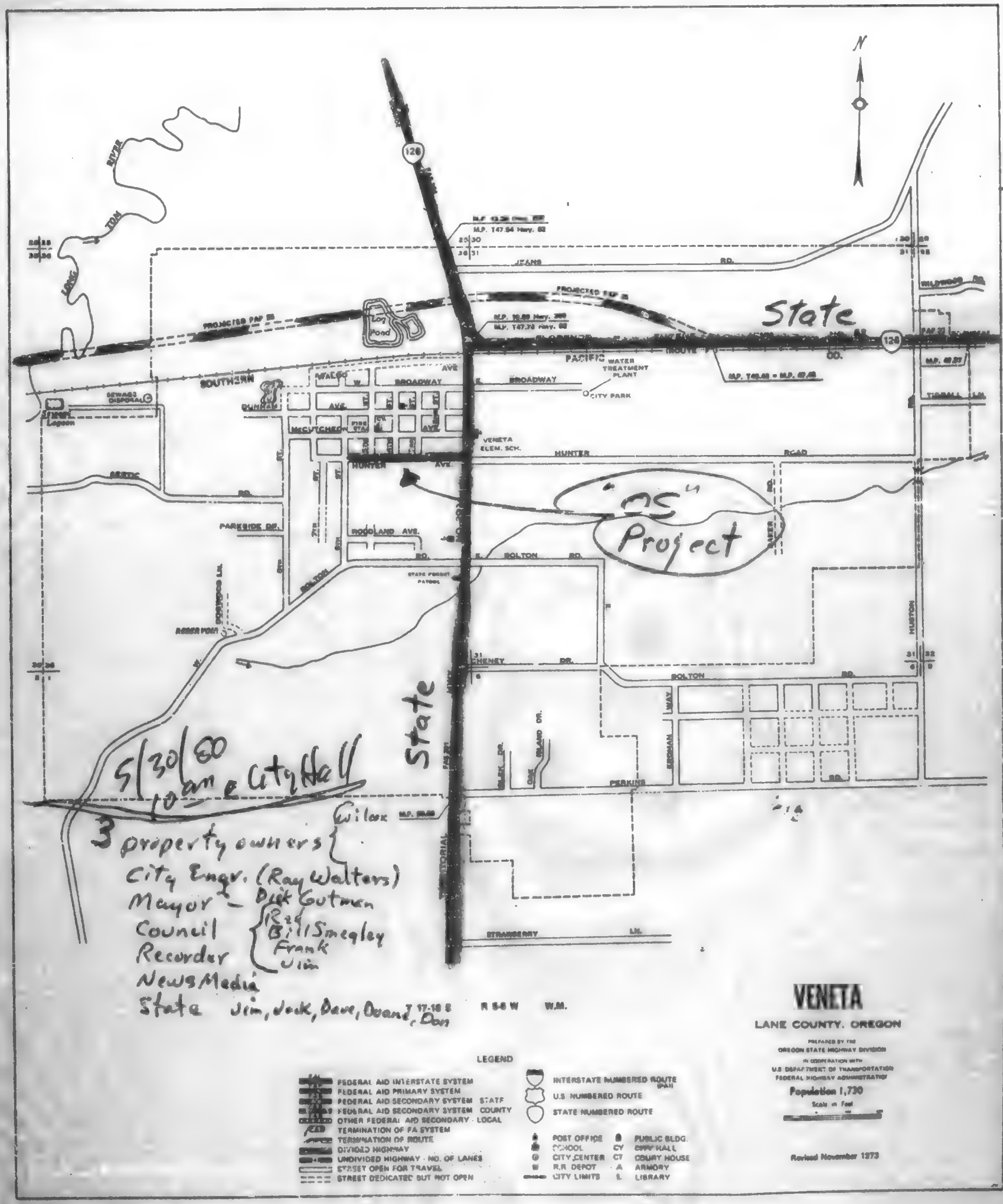
Councilman Smigley then re-stated the problem and suggested that construction proceed in the direction it was headed, with the state securing permits of entry to fix the private driveways where there were gradient problems.

Thus the council decided to proceed without a motion and in effect re-affirmed their motion made at their May 13, 1980, regular council meetin (passed 5-0) to proceed in accordance with the state plans. This was much to the chagrin of the city engineer.

The meeting was adjourned at 12:02 p.m.

Kim

cc: Duane Christensen
Don Harwell ✓
Jim Bix


N
128
RIVER
TOM
LONG
Log Pond
PROJECTED FAP 36
PROJECTED FAP 36
M.P. 147.94 Hwy. 82
M.P. 10.89 Hwy. 268
M.P. 167.78 Hwy. 82
JEANS RD.
State
128
PACIFIC
WATER TREATMENT PLANT
CITY PARK
M.P. 146.48 - M.P. 47.48
SOUTHERN
WALKER
BROADWAY
BROADWAY
AVE
RUNYAN
AVE.
McCUTCHEN
AVE.
SEWAGE DISPOSAL
Sewage Lagoon
VENETA ELEM. SCH.
HUNTER
HUNTER AVE.
ROAD
ARCTIC
RD.
PARKSIDE DR.
INGOLAND AVE.
BOLTON
RD.
E. BOLTON RD.
STATE FOREST PATROL
RESERVOIR
DORRIGO LN.
"E" Project
HUSTON
31
CHENEY
RD.
BOLTON
RD.
WAY
ERDMAN
OAK ISLAND DR.
BLACK DR.
PARKINS
RD.
5/30/80
Lane City Hall
State
Wilcox
3 property owners
City Engr. (Ray Walters)
Mayor - Dick Gutman
Council (Ray, Bill Smedley, Frank, Jim)
Recorder
News Media
State Jim, Jack, Dave, Dvand, Don
STRAWBERRY LN.
17-18 S
R 5-6 W
W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
VENETA
LANE COUNTY, OREGON
PREPARED BY THE OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
Population 1,730
Scale in Feet
Revised November 1973

#7044

STATE OF OREGON

INTEROFFICE MEMO

TO: Files

FROM: D. H. Harwell
County/City Engineer

DATE: June 4, 1980

NOTED
H. S. COULTER

SUBJECT: "SOS Project"
Venta
Hunter St.(6th/Territorial Hwy)

On Friday, May 30, a meeting was held by the Veneta City Council (Special Council Meeting), to discuss the subject project regarding the preliminary engineering, construction engineering and the impact on the adjacent property owners when the project is completed.

Several items of concern were disucssed and very adequately explained regarding the possible water impoundment, grade change, ingress and egress to abutting properties and other matters that the city or property owners in attendance were concerned with.

Some two hours of discussion were held and we were subjected to scrutiny and ethnics as to our credability and competancy and as to whether the City Engineer (Ray Walters) could do a better job.

The final outcome was by a two to three vote of confidence (unofficial), the State was authorized to proceed with the contract with Eugene Sand & Gravel, Inc.

Mr. Jim Gix, Region Construction Engineer and Mr. Dave Jones, Resident Engineer, explained to the minute detail in a very professional manner and I feel we satisfied the concerns of the Council members of Veneta.

The Council is still afraid of pending lawsuits and would like to be held harmless.

DNH:sr

cc: H. S. Coulter√
D. H. Moehring
A. Shirley
J. H. Versteeg
Jack Sollis
Dave Black (AG Office)

RECEIVED
STATE HWY ENGR
JUN 6 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Contains Recycled Materials
81-125-1587

SP*75663-125

9044

L.

JAQUA & WHEATLEY, P.C.
ATTORNEYS AT LAW
825 EAST PARK
EUGENE, OREGON 97401

JOHN E. JAQUA
WILLIAM G. WHEATLEY
ROY E. ADKINS
JACK L. MATTISON
DONALD A. GALLAGHER, JR.

DAVID G. NOVICK
MICHAEL B. McCORD
RONALD B. TERZENBACH
BARBARA S. FISHLEDER

TELEPHONE
686-8465
AREA CODE 503

June 2, 1980

6/20/80 Sent to Right of Way Section JLS

RECEIVED
STATE HWY ENGR
JUN 5 '80
REFER TO
FOR
Info | Invest | R/O | D/R | Sign | Act | File

Mr. Fred B. Klaboe
Chief of Operations
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Jack Hennen v. State of Oregon

Dear Mr. Klaboe:

We represent Mr. Jack Hennen and C. H. Morrell in connection with their claim against the State of Oregon for losses which they are sustaining as a result of road work which is taking place in front of their property located at 25011 Hunter Road, Veneta, Oregon. As you know, the road was basically made unusable as a result of road work which was taking place in April and May of this year. As of May 6, 1980, all work on this road has stopped. The effect of the road work, and the barricading of the road, has been tc restrict access to our clients' property. While such inconvenience or restricted use could be expected for a reasonable period of time, the loss of use of this access has greatly exceeded what could be considered reasonable. At this time, our clients have lost five rentals as a result of the road work and barricading of the road, which is costing them approximately $1,500 per month. Our clients are greatly distressed by the fact that work on the road has stopped as of May 6th, and apparently due to some engineering error, it appears that there will be a delay for a considerable period of time in the future, all of which will result in further losses to our clients. We would appreciate receiving some explanation and indication from you as to when we could expect the work to be complete. This letter is also to put the State of Oregon on notice of our clients' claim for damages as a result of the aforementioned activity.

Sincerely yours,

JAQUA & WHEATLEY, P.C.

William G. Wheatley

WGW:ac

cc: Mr. Jack Hennen

RECEIVED
DOT DIRECTOR
JUN 5 '80
REFER TO
Courtesy
FOR
Info | Invest | R/D | D/R | Sign | Act | File
✓ ✓

NOTED
F. B. KLABOE

9044

robbed - some seemingly worse than the actual ...

My little black truck and I were the object of a robbery, and I became profoundly disturbed about the whole incident. It really wasn't the theft itself (a carton of cigarets) that upset me, but I felt very uncomfortable with the knowledge that someone had been poking about in my vehicle. Someone unfriendly had violated my privacy quite deliberately and thumbed his nose, and I felt sick about it.

After you have been robbed, you have this dreadful feeling that while you went quietly about your life, someone was watching, waiting and calculating.

I'm wiser. But with that wisdom comes even more cynicism about people in general, more wariness and distrustfulness, and thus a change in me. I am not exactly the same.

That is what was really stolen.

Hunter

(continued from page 1)

as to not violate the city's assessment ordinance.

Council member Willis "Red" Blek said he had complained to the top official at the State Department of Transportation about the Hunter Street design. He said the official promised to look into it but did not say when the city would get an answer.

One of the Hunter Street residents at the meeting said she had also phoned a highway official in Salem who told her that the state "didn't have a leg to stand on" and "they are really kicking up there."

The council voted not to send out the second release provided by the state since it appeared to release the state agency from liability. Gutman then adjourned the meeting, saying they had taken care of the sole issue to be considered at the special meeting.

Hays asked how they could go home when they hadn't planned the city's next move. But the meeting was not reconvened.

In the informal discussion afterwards, Walters said he thought the state was bluffing. He said he'd learned of a situation in Salem where the state had to rectify its own engineering mistake to a tune of $100,000.

At the May 20 emergency meeting, the vote was three to one to send a letter refusing liability on the Hunter Street project to the governor, the State Department of Transportation, the State Department of Justice and U.S. Department of Transportation. Council member Bill Smigley could not attend the meeting.

Gutman voted against the proposal.

Hays said he hoped the letter would bring a stop to the project once one of the agencies realized what is happening. He also said the city still could be sued but that the letter should improve its position.

Weekly meetings

TUESDAY, MAY 27 — 80

Fern Ridge School Board at 7:30 p.m., at the administration office.

Veneta City Council--public hearing on the Community Development Block Grant at 7 p.m., regular city council meeting 7:30 p.m.

Lane Rural Fire Protection Board, regular meeting at 8 p.m., at Irving Fire District.

'Treehouse College' again being offered

Everything from mime to astral photography will be part of a "treehouse college" for children to be sponsored this summer by the rural summer fun outdoor program.

All classes will begin the week of July 14 and end the week of August 18. This is the sixth summer in a row the program has been offered by a group of parents in the western half of the Junction City School District.

Total cost is $15 per student. Full and half scholarships are available.

This year, the focus of the classes is on science for children, although the first week will feature two special performances and workshops by the NewMime Circus and an old-fashioned "musical garden party" with classical, jazz and Irish fold music.

Science topics to be covered will include computer study and a trip to the Willamette Institute of Science and Technology, (WISTEC); the chemistry of food and energy; astronomy and a trip to the WISTEC planetarium; and a look at "inner space" as well as outer space. The week of Aug. 18 will culminate in a star party campout at Territorial School.

With the exception of the special events at private homes in the area, the "treehouse college" classes will be held at local schools and the Long Tom Grange according to the following schedule: Students age 9-12 at Oklea School in Junction City on Wednesday; students aged 4-8 at Territorial School on Tuesday, Long Tom Grange on Thursday, and Laurel Park in Junction City on Friday.

For registration information, contact one of the following parents. Jan Hill, 935-7632; Conni Dodge, 998-3481; Darleen Hagen, 998-8606; Joan Norris, 998-6423; Marleen Loshbaugh, 998-3297; Karen Antikajian, 998-6584; Carol Neumann, 998-2534, and Lavern Clithero, 998-8597.

File

Hunter Street tangle still unsolved

City 'disclaims' project, state plows ahead

BY GAIL BULLEN
News Staff

Construction work on Hunter Street in Veneta was resumed on Tuesday, May 20, 12 days after the controversial project was halted. The State Department of Transportation is handling the job. And that same afternoon at its third emergency meeting concerning Hunter Street, the city council voted to go "on record" as opposing the project. A letter stating that the city will not accept liability for the situation is being sent to Governor Atiyeh and three state and federal agencies.

State highway officials told Mayor Dick Gutman Monday night that they planned to resume work on the street using essentially the same plan as when the work began. This is the plan that brought protests from irate Hunter Street property owners, a disgusted city engineer and a worried city council.

This week's city council meeting followed an emergency council meeting on Saturday, May 17, a regular meeting on May 13, and an emergency meeting the week before--all to try to figure out what the city should do.

That there was a problem on Hunter became apparent on Tuesday, May 6, when residents realized that the road was being built to a grade that would place the finished curbs nearly three feet above some of the adjoining property.

At an emergency city council meeting the following day, city engineer Ray Walters said the city could be liable for flood damage and access problems if the state project were allowed to go on.

He also called the Hunter Street situation "the most atrocious mess I've seen in 20 years." The project was stopped the next day.

Walters, state engineer Dave Jones, and two residents from Hunter Street, Cliff and Georgia Wilcox were on hand for the council's May 13 meeting.

Jones reviewed the history of the project, and admitted that he had not sent Walters a copy of his most recent grade specifications. Walters said he would not have approved them because the grades were not "prudent engineering" for a city street.

Walters had prepared a new design for the street over the weekend. Jones said that if he scrapped his plan and followed Walter's that the project would cost an additional $25,400. He said that while the city engineer's design was more aesthetically pleasing, the state design was more practical, especially in light of soft spots discovered in the road during construction work.

Jones debated with council members Frank Faust and Jim Hays as to who actually controlled the project. Jones contended that he had complete control and that he stopped the construction work only as a courtesy to the city.

Georgia and Cliff Wilcox brought up another issue about the street improvement project. They said the residents never got a chance to say whether they wanted curbs and gutters on the street. Hays said all the owners were notified by certified mail of the hearing. Faust said the majority of the owners at the hearing wanted the improvements so the city went ahead with plans for the improvements.

In further discussion on the main issue, Jones said the problems on Hunter were being exaggerated. He saw the only problem as access to several driveways, and he said this could be fixed for several thousand dollars.

Georgia Wilcox told the city to go ahead with the state plan but asked that the city pay for the driveways to be fixed. She told the council she thought the other residents would go along.

City attorney Eric Haws said he would draw up an agreement between the city and the Hunter Street property owners. He asked the state engineer what he needed. Jones replied, "technically nothing," but he said he would need some kind of written permission from property owners to go onto their property to fix their driveways. The council then voted to spend no more than $2000 to fix the affected driveways.

Walters indicated he was not happy with the compromise. He said it was a band aid solution to the access problem, there was still a question of potential flooding and the street would still be incompatible with the adjoining property.

At the Saturday emergency meeting, Mayor Dick Gutman said none of the Hunter Street residents would sign the release. He said the meeting was called to see if he should take around an alternative form provided by the State Highway Department.

Several council members said they would not have signed the release either because it seemed to completely protect the city from being sued but gave very little in return. Hays said the city attorney explained the release was written that way so

(continued to page 2)

"OVER"

#9044

CON
9044

May 27, 1980

Ms. Shirley M. J. Overed
City Recorder
City of Veneta
P. O. Box 458
Veneta, OR 97487

Dear Ms. Overed:

I am sorry to hear that you are experiencing problems with your Off-Systems Street project in Veneta.

We have also received a certified letter from Bradley & Haws, attorneys at law, indicating they represent the City of Veneta in a possible legal action concerning this project. This letter has been forwarded to our legal section for necessary action.

I am asking Mr. Don Harwell, our County-City Engineer in Salem, a representative from our Design Section, and Mr. Jim Gix, our Region Construction Engineer in Roseburg, to meet with you to discuss the problems you have encountered.

Mr. Gix will contact you to determine an appropriate time for the meeting, which will be in the immediate future. If you have any questions in the meantime, Mr. Gix may be reached at P. O. Box 1128, Roseburg 97470, phone 440-3399.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

bc Jim Gix
Don Harwell
J. H. Versteeg
J. L. Sollis
C. T. Keasey

BRADLEY & HAWS

ATTORNEYS AT LAW
1291 PACIFIC HWY 99 NORTH
EUGENE, OREGON 97402

RAYMOND J. BRADLEY
ERIC HAWS

TELEPHONE
AREA CODE 503
688-5377

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

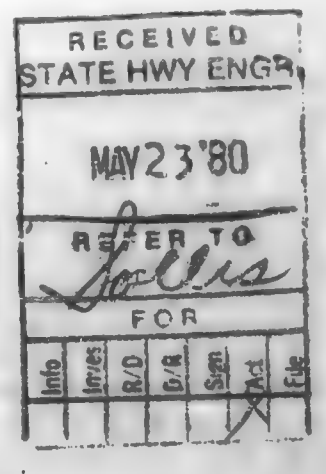
May 21, 1980

Governor, State of Oregon
Governor's Office
State Capital Building
Salem, Oregon

U.S. Department of Transportation
Federal Highway Administration
222 S.W. Morrison
Portland, Oregon

Department of Transportation
Highway Division
State of Oregon
Salem, Oregon

Department of Justice
State of Oregon
State Office Building
Salem, Oregon



orig to

Re: Notice of Claim IAW ORS 30.275

Dear Sirs:

This office represents the City of Veneta. Recently the City has undertaken to improve Hunter Street in a joint effort with the Department of Transportation, Highway Division, State of Oregon. Unfortunately the State did not obtain City approval of grading and other engineering aspects from the City before proceeding with construction.

Several abutting property owners have indicated that the street as engineered will cause them water and other damage to their property. This has been confirmed by the City Engineer. As such, several owners have therefore threatened legal action against the City and its agents.

NOTICE

Notice is hereby given that IAW ORS Chapter 30, that on or about May 9, 1980, the abutting property owners on Hunter Street, City of Veneta may have suffered damages which will cause the State of Oregon to be named as a party or third-party defendant due to negligence or other causes of action as a result of the engineering and construction of said street. That the City has requested that the State of Oregon stop work and correct the defects or alter its design so as not to cause damage to the abutting property owners. Further, even if no abutting property owner files suit, the City reserves its rights to commence legal action against the State for the manner in which the project was designed. The City is not in agreement with the new grades as marked in the field. Further, the Council refused to accept any liability for driveway access, flooding of property by runoff or detrimental damage to properties because of the street grades. Although this is a city street, the City Council of Veneta does not believe that prudent engineering practices were provided by the design team and therefore, will not accept any liability for the actions of the Oregon State Highway Division if the Hunter Street Construction proceeds with the above mentioned designs. That the City has attempted to obtain a release from the abutting property owners for consideration, however, all have refused to accept the consideration and release the City from liability.

Very truly yours,

BRADLEY & HAWS

Eric Haws

Eric Haws

EH:ps
cc: Veneta City Counsel
Ray Walters - City Engineer
Liability Carrier

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

May 19, 1980

FILE: CON 5

FROM: JAMES J. GIX
Regional Construction Engineer

TO: H.S. Coulter
State Highway Engineer
SALEM

SUBJECT: City of Veneta
Problem Areas Letter
of May 12, 1980
Lane County
Safer Off Systems Project
Hunter Street

RECEIVED
STATE HWY ENGR
MAY 20 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

The letter from the City Council of Veneta makes serious charges regarding the engineering services furnished by the Highway Division. In order to understand the problem, considerable background data is needed. The frustrations experienced by Veneta are not uncommon for this class of work, however, the problem was magnified by a conflict in directions between the Mayor, the City Council and the consultant, who acts as City Engineer. In the past we have dealt strictly with the Mayor, Dick Gutman, and had very cordial relationships.

Our former Regional Federal-Aid Engineer, Glen Clark, met with the Mayor on May 19, 1976 to start this project. The City signed the PE & Construction Agreement on February 15, 1978. Preliminary plans were sent to the City for review in April of 1979. The City then requested that the project be changed to include curbs, gutters, drainage and sidewalks. Since the SOS funds were limited to $75,000, letters and estimates were exchanged until it was decided to bid the project with two alternatives, one as originally planned, and one with a curb section. The City did not agree with our cost estimates and eventually we reduced them to get the project to advertising in October of 1979.

A copy of the project status record is attached for your perusal. It was obvious that this type of project involves many steps and cooperative decisions.

After the bids were received the City elected to go with the curb section by using the SOS funds and assessing the abutting owners for the balance of the cost.

Shortly after the award the City Engineer contacted us to eliminate bid items and design details to further reduce the cost. Due to the season, the project did not start up until April. In the meantime I reassigned the project to Dave Jones because of the workload on D.W. Greene.

In March the City Engineer contacted the Resident with another list of revisions including the need to revise the gradeline to match minimum AASHTO standards. This revision was made April 8, 1980, and the contractor announced he was ready to work. The City was told to review the change and if they had no objections, we would proceed after April 18, 1980.

After the job was underway and the grading was 90% complete, they advised they were not happy with the grades and asked us to stop work until the matter was resolved. We issued a stop work order and estimated the cost of the desired changes at $25,000. Since they did not have the money, they requested us to proceed as planned.

The basic conflict is between the Mayor, the City Engineer, and the factions on the City Council. It is not appropriate to lay all the blame on the State. As you can see, our administrative costs will be out of this world.

We need to reexamine our design standards and cost procedures on this type of project.

Attached for your use is a draft that suggests that we get together and talk this out at Region level.

jjg/cp
attach.
cc: D. Jones

Region III-Roseburg

R.E.: Greene

Page 4

PROJECT STATUS RECORD

PROJECT NAME: Hunter Avenue (NAME) SOS-2002(1) (PROJECT NO.)

PROJECT SECTION: Territorial Highway to 6th Street (Intersection or Limits)

REQUESTING AGENCY: City of Veneta (City/County/Region/District)

FUNDING: Off-System PREFIX: 320-1932 (loc.)

320-1031 (eng.)

CHRONOLOGICAL STATUS RECORD:

DATE	ITEM
10/5/79	ENG sent to RE location data.
10/10/79	Region notified RE of new prefix for project.
10/10/79	PM sent to City copy of plans and specs.
	Region received copy of blue book specs and plans.
	TO CONSTRUCTION.

COPY OF STATUS REPORT SENT TO TOM LOWE, _____ (DATE)

PROJECT STATUS RECORD

PROJECT NAME: Hunter Ave. (NAME) SOS-2002(1) (PROJECT NO.)

PROJECT SECTION: Territorial Highway to 6th Street (Intersection or Limits)

REQUESTING AGENCY: City of Veneta (City/County/Region/District)

FUNDING: Off-System PREFIX: 320-1932

CHRONOLOGICAL STATUS RECORD:

DATE	ITEM
4/23/79	Region sent to City revised estimate for review and approval.
	Note on widen, curbs and storm sewer additional cost.
5/20/79	City sent letter to Region confirming phone conversation on estimate and setting up meeting for 5/24/79 in Veneta. Several estimates also attached.
6/1/79	Region sent to City letter on new estimate figures from contractors. Prices only good through early July.
6/15/79	Region acknowledged receipt of letter from City asking for enlargement of project. Advised that project will be delayed until next year and cost more for this.
6/25/79	City notified Region that they understand that an additional charge is necessary for larger project.
7/16/79	Hunter replied to Region on letter from Veneta of June 25. Salem cannot bid a project that the City might reject, even tho the lowest bid is less than 10% more than the cost estimate.
7/23/79	Region sent the City a copy of the July 16 letter from Salem on our policy of awarding contracts.
7/31/79	MEMO from PM informing that Legal says no way we can force City to accept a low bid even under engineers estimate. If property owners refuse to be assessed City can't make advance deposit, then we will reject bids.
8/1/79	City sent to Region letter advising that City passed motion to put project out for bids. (basic project and alternate projects)
8/16/79	Region sent to City preliminary plans for review, signature and return.
8/23/79	Utility sent to PNW Bell, PP&L, etc. revised preliminary plans.
9/10/79	Region sent to City latest revised cost estimate.
9/10/79	ENG sent to Region copy of specs for recommendations or changes.
9/17/79	Region sent to City latest revised cost estimate. If "B" is selected, utility adjustments and sidewalk replacement will be required. These need easements from public.
9/18/79	ENG sent to PM notice that project plans include environmental mitigation measures.
9/18/79	Region received from Salem informational copy of specs.
9/25/79	Region received from Salem informational copy of plans.
9/27/79	Utility sent to various utilities construction plans in adjustments of theirs.

COPY OF STATUS REPORT SENT TO TOM LOWE, _____ (DATE)

OREGON STATE HIGHWAY DIVISION
Region III-Roseburg

R.E.: Greene

PROJECT STATUS RECORD

PROJECT NAME: Hunter Ave. (NAME) SOS-2002(1) (PROJECT NO.)

PROJECT SECTION: Territorial Highway to 6th Street (Intersection or Limits)

REQUESTING AGENCY: City of Veneta (City/County/Region/District)

OFF-SYSTEM ROADS
FUNDING:

PREFIX: 320-1932

CHRONOLOGICAL STATUS RECORD:

DATE	ITEM
6/23/78	PM submitted project data to FHWA .
7/10/78	PM advised City of submittal of PE and amount of advance deposit.
7/17/78	Region received approved Authority for Survey.
7/17/78	Region advised City of approval of PE phase.
8/17/78	E. Parker sent RE Soils & Geology Report.
7/14/78	PM informed Region project may not make letting date, so wanted comments.
11/15/78	RE submitted to Region location data.
11/20/78	Region submitted to LOC location data.
12/19/78	MEMO from TRA re. stop signs to be done by State Forces.
1/11/79	PM acknowledged City call to DE informing him that City has increased funds by $20,00
1/16/79	Region received copy of location surfacing design unit structural section new work.
2/22/79	Region received copy of preliminary plans for review.
2/27/79	Region sent to City preliminary plans for review and signature, then return.
3/5/79	Region sent to PM approved plans, signed by City.
3/23/79	Region sent to Consultant preliminary plans with suggested corrections to be make and returned.
3/27/79	Utility sent to Pacific NW Bell preliminary plans.
4/10/79	Region sent to PM corrected preliminary plans from H.G.E.
4/16/79	Region sent to City updated cost estimate.
4/17/79	PM sent letter to citizen in Veneta on cost estimate and what City's share is.
4/18/79	ENG sent to Region preliminary plans for review.
4/18/79	ENG sent to Region special provisions.
4/19/79	Utility sent to Pacific NW Bell preliminary plans.

COPY OF STATUS REPORT SENT TO TOM LOWE,

OREGON STATE HIGHWAY DIVISION
Region III - Roseburg

~~SCOFIELD~~ Doug Coreone

PROJECT STATUS RECORD

PROJECT NAME Hunter Ave. (Name) SOS-2002(-) (Number)

PROJECT SECTION Territorial Highway to 6th Street
(Intersection or Limits)

GOVERNMENTAL AGENCY REQUESTING City of Veneta

OFF-SYSTEM ROADS

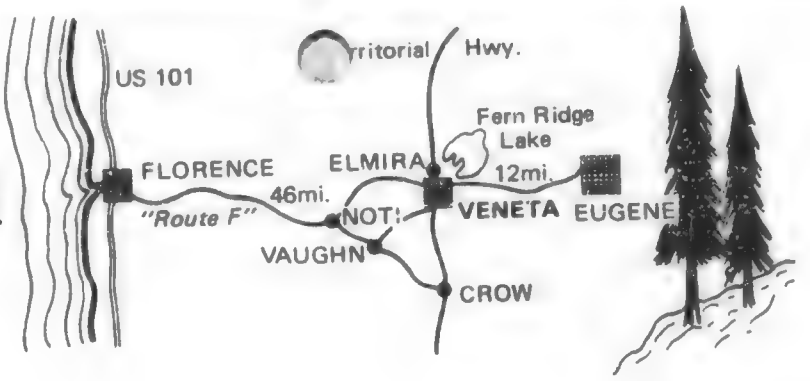
CHRONOLOGICAL STATUS RECORD:

DATE	ITEM
5/6/76	Region recvd Off-System Roads Project application and requested a meeting with the City which was scheduled for May 19
8/5/76	Region typed up application and sent to City specifying only Hunter Ave. rather than several city streets. Region advised City total cost has been reduced to $75,000, and local share match will be $16,500. City is to sign and return application
8/12/76	City returned application signed by Mayor.
8/30/76 9/23/76	Region recvd revised application from City & advised further procedures City advised they wish State to do engineering
9/24/76	Region advised City of status of Safer Off-System Roads Program
	Also advised that state will do engineering and charge to the overall project, and that Eb is preparing Environamental Assessment.
10/18/76	Region sent Assessment for review and process to Environment
10/26/76	Region sent copy of assessment to City for reference.
11/2/76	Environment sent assessment containint recommended EIS work for Environmental Section on this project to Rulien (PM)
7/22/77	Region advised City of Veneta when the project could be funded and for how much.
11/23/77	REgion advised City of consideration for funding.
12/1/77	Coulter advised Oregon Trans. Comm. of proposed SOSR.
12/15/77	Location advised Region of Trans. Comm. approval, prepare survey auth.
12/19/77	Gix submitted to Location survey auth.
1/17/78	Region submitted to City 3 bound Agreements No. 6417.
2/17/78	Region acknowledged receipt of Agreement No. 6417 & Resol. 159, forwarded to PM.
3/14/78	Region received from Salem completed (executed) agreement.
6/6/78	FHWA informed Environmental concurrence on assessment.

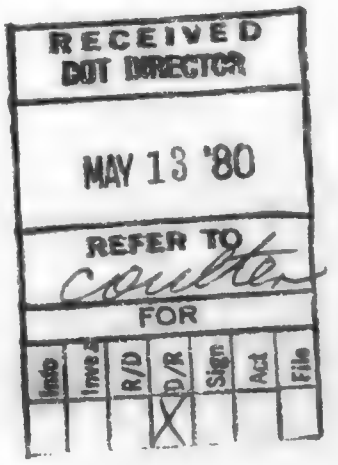
COPY SENT TO TOM LOWE OF STATUS RECORD. COPY SENT 8/20/76

City of Veneta

P. O. Box 458
VENETA, OREGON 97487
Phone: 935-2191



May 12, 1980

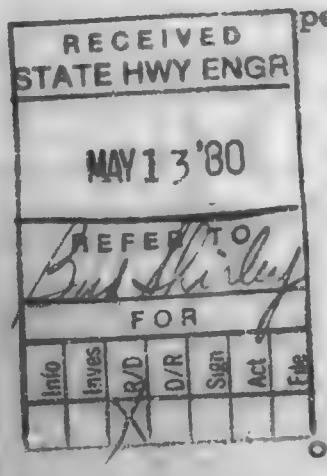


Mr. Fred B. Klaboe
Chief of Operations
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Hunter Road, Veneta, Oregon
(Territorial Road to Sixth Street)
Project SOS 2002 (1)
Prefix 220-1932-921
Contract 9044

Dear Sir:

The City Council of Veneta has experienced frustration in its attempts to have plans on the above project drawn up to achieve safe and economical engineering for the street improvements on Hunter Road, Veneta, Oregon. At its May 7th Special Meeting the City Council directed that an explanation and investigation of the matters concerning this project in regard to the following problem areas the city has experienced with the State Highway be made to it:



- non-cooperation and non-coordinantion between the State Highway representatives and the Veneta City Council;

- inconsistency of cost estimates in comparison with bids received;

- inconsideration of adjacent properties when preparing street grades.

The Veneta City Council is agreeable to meet with a representative of your office for further clarification.

Very truly yours,

Shirley M. J. Overed

Shirley M. J. Overed,
City Recorder

SMJO

cc - Mayor and Council members
Mr. Ray Walter, Veneta City Engineer
Mr. Dave Jones

1044

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NUMBER 12-134		County Lane
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number S0S-2002(1)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,900	$ 84,031
Federal funds	$ 4,200	$ 64,500
Other revisions		

This modification is made for the following reasons: Adding construction phase and in preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of December, 19 79.

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, November 27, 1979

Federal Aid Project
No. SOS-2002 (1)

6th St. - Territorial Hwy. (Veneta) Section
City Street (Hunter Ave.)
Lane County

Revised
Project agreement estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$10,700.00
Type Code 6201			
Roadway (Sta. 9+89 to Sta. 25+27)			
Moblization	All Required		$ 1,840.00
Temporary Protection and Direction of Traffic	All Required		1,300.00
Temporary Signs	210 Sq.Ft.	3.50	735.00
Temporary Barricades	10 Each	45.00	450.00
Flagmen	200 Hour	15.50	3,100.00
Removal of Structures and Obstructions	All Required		2,000.00
General Excavation	All Required		6,800.00
Trench Excavation	35 Cu.Yd.	13.00	455.00
Coarse Aggregate Base 8-inches Thick	5,100 Sq.Yd.	2.43	12,393.00
3/4"-0 Aggregate Base 2-inches Thick	5,950 Sq.Yd.	0.61	3,629.50
Class B Asphalt Concrete 3 1/2-inches Thick	5,100 Sq.Yd.	4.01	20,451.00
12-inch Culvert Pipe	185 Lin.Ft.	20.00	3,700.00
Portland Cement Concrete in Sewer	2 Cu.Yd.	150.00	300.00
Concrete Inlets, Type G-2	2 Each	435.00	870.00
Asphalt Approaches	300 Sq.Yd.	8.67	2,601.00
Adjusting Manholes	6 Each	250.00	1,500.00
Adjusting Inlets	1 Each		420.00
			$62,544.50
Anticipated Items			
Permanent Signing	All Required		$ 500.00
Permanent Pavement Striping	All Required		1,000.00
			$ 1,500.00
	Subtotal		$64,044.50
	Engineering		9,286.50
	Total		$73,331.00

Oregon State Highway Division
Salem, Oregon, November 27, 1979

Federal Aid Project
No. SOS-2002 (1)

Length of Roadway - - - - - - - - - 0.291 mi.
Cost of Roadway Per Mile - - - - - $251,996.56

Summary of Funds (85.77%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$10,700	$ 9,177	$ 1,523
Roadway	73,331	55,323	18,008
Total	$84,031	$64,500	$19,531

Group 1 100%
Contract No. 9044
Prefix 320-1031

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	Oregon
11-96	FEDERAL-AID PROJECT AGREEMENT	County: Lane
	11-8-78	Project No.: SOS-2002(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., 6th Street to Territorial Hwy. (Hunter Ave.), (Veneta) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-7-78	0.27
RIGHTS-OF-WAY		
CONSTRUCTION	7-7-78	0.27
OTHER *(Specify)*		

FUNDS Pro Rata %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,900.00	$ 4,200.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. H. Curtis

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 8 1978

Form FR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon Oct. 30, 1978

Federal Aid Project
No. SOS-2002(1)

6th St.-Territorial Hwy. (Veneta) Section
City Street in Lane County

Project Agreement Estimate

Type Code PE		
Preliminary Engineering (Hunter Ave.)		
Preliminary Engineering	All Required	$4,900.00
	Total	$4,900.00

Length of Project . . . . . .0.27 miles

SUMMARY OF FUNDS

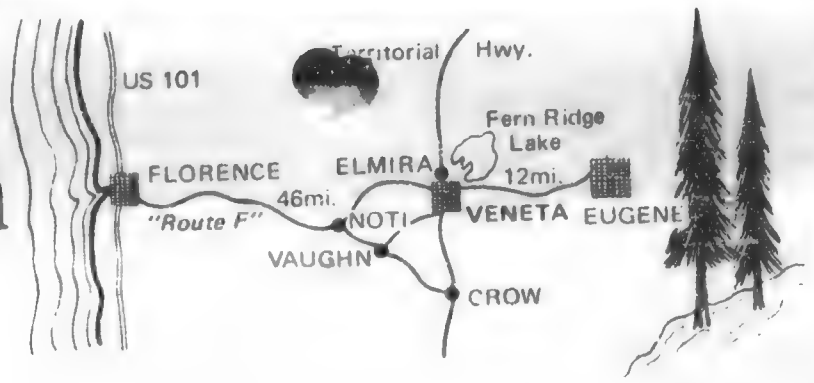
Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 4,900.00	$ 4,200.00	$ 700.00
Retain in PS&E Status	75,000.00	60,300.00	14,700.00
Total	$79,900.00	$64,500.00	$15,400.00

Group 1 - 100%
Prefix 320-1932

9044

City of Veneta

P. O. Box 458
VENETA, OREGON 97487
Phone: 935-2191



November 2, 1979

Department of Transportation
Highway Accounting
Transportation Building, Room 434
Salem, Oregon 97310

Dear Sirs:

Re: Hunter Avenue, Veneta, Oregon
Off-System Project SOS-2002(1)
Contract 9044

Enclosed herewith is City of Veneta check number 6839 in the amount of $68,000.00 as your requested payment prior to awarding the above contract to Eugene Sand and Gravel on Alternate "B".

Copy of this letter is being forwarded to Mr. D. E. Swan for his information.

Very truly yours,

Shirley M. J. Overed

SHIRLEY M. J. OVERED
CITY RECORDER

/O
Enclosure

cc - Mr. D. E. Swan

9044

Date Oct 31, 1979 PROJECT MANAGEMENT OFFICE MEMO

Subject 6th St - Territorial Hwy (Veneta) File No. _____

Received (call) (visit) from Shirley Osweed, City Recorder

Address _____

Made (call) (visit) to _____ Phone 935-2191

Reason for contact and general discussion: She was upset that we had recommended Alternate "B" for this project and had continued to show this Alternate in correspondence dated Oct 30 even though the City Council had elected to go with Alternate "B" at their October 22 meeting. She wanted to know why we selected Alternate "B" in the first place and if they were tied into Alternate "A". Informed her that they were not tied to this alternate and that we would process paperwork to ensure alternate "B" is contracted.

Signature _____

File ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

I talked to Reynolds about this. He said that Jack Anjes informed them on Oct 30 (Tues) that the City changed alternate. Have not found out why it took one week to inform us of the change. Sounds like someone dropped the ball and did not find out Council decision after meeting. Buz and I decided that we need to revise yellow sheet, have it signed by Mocking and Gulley, then send new Alt to Commission authorizing award of alternate B.

(Over)

Steve Marsh

Jack Agee informed me that the Mayor did not inform him of the Council decision to go with alternate #" until Monday Oct 22. He ~~Agee~~ tried to get a commitment from them after their Oct 23 meeting but they did not have one alternate selected.

9044

October 19, 1979

City Council
City Hall
Vernon, Oregon 97467

COS 4

Attn: Honorable Richard Ostrom
Mayor

Gentlemen:

On October 18, 1979, a satisfactory bid was received from Eugene Sand and Gravel Inc., P.O. Box 1067, Eugene, Oregon 97440 for the 6th Street - Territorial Highway Section on Hunter Avenue. This is an OFF-SYSTEM Project No. BRS-2202(1). The advance deposit based on the anticipated construction cost of their bid is as follows:

	"A"	"B"
Bid Items	$62,544.30	$107,001.93
Permanent Signing	$ 500.00	$ 500.00
Permanent Pavement Striping	1,000.00	1,000.00
4 1/2% Contingency Items	2,802.00	4,823.93
"A" 10%-"B" 9% Engineering	6,404.43	9,767.57
Est. Construction Costs	$73,250.73	$123,183.43
Est. PE Costs	10,000.00	10,000.00
Less PE Advance Deposit:	700.00	700.00
Less Federal Funds	64,500.00	64,500.00
Est. City's share of Const. Costs	$18,150.73	$ 67,983.43

Rec'd 11/8/79 Informed Region 4 Ed Haney

By accepting the City's advance deposit for each alternate will be "A" $18,150.00 - "B" $68,000.00.

After selecting the alternate most acceptable to the City, please make your check in the appropriate amount, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than November 9, 1979.

Very truly yours,

D. E. Dunn
for Operation Programming Engineer

DEDpf
Encl w/AD # 690: Region 3 Federal Aid Specialist, Jack Ayres
Vern Sinsog - Please return completed AD # 690 when check is received.

Section 4044 6th St - Territorial Hwy - (Vineta) Sec Programming Estimate $ _____

Highway City Street (Hunter ASE) Project Length 0.29 miles

County Lane Completion Time 165 Cal. working days

Kind of Work Grading & Paving Est. Comp. Date 8-31-80

Prefix 320-1032-921 Letting Date Oct 18, 1976 Project No. 505-2002(1)

ESTIMATED CONSTRUCTION AUTHORIZATION Alt "A" 77,490.00 Alt "B" 174,982.50

Estimated Contract Amount . . . . . $ _____

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	500.00	
Permanent Pavement Striping	1000.00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		$ 1500.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
_____		
_____		
_____		
_____		
_____		

Subtotal	Alt "A"	78,990.00
	Alt "B"	$ 176,482.50
Contingencies (4-1/2%)	"A"	3,554.55
	"B"	7,941.71
Engineering (8 (9) (10%))	"A"	7,899.00
~~Subtotal~~	"B"	$ 15,883.41
Credit for _____		
Estimated Net Authorization, Construction		$
	Alt. "A"	$ 90,443.55
	Alt "B"	$ 200,307.62

APPROVED

Est. PE Cost	90 443.55 9 600.00	200,307.62 9 000.00
Est total Project Cost	99,443.55	209,307.62
Less Fed. Funds	64,500.00	64,500.00
Less PE Advance Deposit	700.00	700.00
Road Design Engineer City Share	34,043.55	144,107.62

Alternate "A"

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3

Date 8/20/79

Section 6th St. - Territorial Hwy. (Veneta) Sec.

County Lane

Kind Of Work Grading and Paving

Length 0.29

Name Bill Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	Lump Sum	575.00
2	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	2590.00
3	Temporary Signs		Sq. Ft.	210	6.00	1260.00
4	Temporary Barricades		Each	10	100.00	1000.00
5	Flagmen Roadwork		Hour	200	20.50	4100.00
6	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,500.00
7	General Excavation		Lump Sum	All	Lump Sum	5,500.00
8	Trench Excavation		Cu. Yd.	35	15.00	525.00
9	Course Aggregate Base, 8-inches Thick		Sq. Yd.	5100	3.50	17,850.00
10	3/4"-0 Aggregate Base, 2-inches Thick		Sq. Yd.	5950	1.00	5,950.00
11	Class B Asphalt Concrete, 3½-inches Thick		Sq. Yd.	5100	4.50	22,950.00
12	12-inch Culvert Pipe		Lin. Ft.	185	24.00	4,440.00
13	Portland Cement Concrete in Sewers.		Cu. Yd.	2	300.00	600.00
14	Concrete Inlets, Type G-2		Each	2	600.00	1200.00
15	Asphalt Approaches		Sq. Yd.	300	2.75	825.00
16	Adjusting Manholes		Each	6	200.00	1200.00
17	Adjusting Inlets		Each	1	250.00	250.00

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3

Date 8/21/79

Section 6th St. - Territorial Hwy. (Venita) Sec

County Lane

Kind Of Work Grading and Paving

Length 0.29

Name Bill Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
18	Mobilization		Lump Sum	All	Lump Sum	13,000.00
19	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	2590.00
20	Temporary Signs		Sq. Ft.	210	6.00	1260.00
21	Temporary Barricades		Each	10	100.00	1000.00
22	Flagmen Roadwork		Hour	300	20.50	6150.00
3	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	3000.00
4	General Excavation		Lump Sum	All	Lump Sum	7300.00
5	Trench Excavation		Cu. Yd.	170	10.00	17,000.00
26	Course Aggregate Base, 8-inches Thick		Sq. Yd.	5700	3.50	19,950.00
27	3/4"-0 Aggregate Base, 2-inches Thick		Sq. Yd.	5120	1.00	5120.00
28	Class B Asphalt Concrete, 3½-inches Thick		Sq. Yd.	5100	4.50	22,950.00
29	12-inch Culvert Pipe		Lin. Ft.	50	24.00	1200.00
30	10-inch Sewer Pipe		Lin. Ft.	40	17.50	700.00
31	12-inch Sewer Pipe		Lin. Ft.	1385	22.00	30,470.00
32	Concrete Inlets, Type B		Each	1	400.00	400.00
33	Concrete Inlets, Type G-2		Each	14	550.00	7,700.00
34	Concrete Inlets, Special		Each	4	200.00	800.00

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3

Date 8/21/79

Section 6th St. - Territorial Hwy (Veneta) Sec County Lane

Kind Of Work Grading and Paving Length 0.29 Name Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
35	Concrete Walks		Sq. Yd.	150	16.75	2,512.50
36	Concrete Driveways		Sq. Yd.	225	25.00	5,625.00
37	Concrete Curbs		Lin. Ft.	3000	8.25	24750.00
38	Asphalt Approaches		Sq. Yds	20	2.75	55.00
39	Adjusting Manholes		Each	6	200.00	1200.00
40	Adjusting Inlets		Each	1	250.00	250.00
					Total amount of Bid	#

	320	1927	901	00	P	1				127.43
	320	1927	905	00	P	1				30.30
			TOT		P	1				157.73
			** JOB TOTALS **				**	**		157.73 **
VENETA-6TH-TERRITORIAL HWY	CONT NO		FA PROJ NOS SOS 002001 100							STATE
	320	1932	295	00	N	9				500.00
	320	1932	296	00	N	9				4,700.00CR
	320	1932	298	00	N	9				4,200.00
	320	1932	901	00	P	1				3,638.47
	320	1932	905	00	P	1	534.52	534.52		3,754.83
	320	1932	910	00	P	1				281.28

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE		GRAND TOTAL TO DATE
	320	1932	911	00	P	1				137.75
	320	1932	913	00	P	1				22.44
	320	1932	914	00	P	1				65.56
	320	1932	920	00	P	1				80.62
	320	1932	921	00	P	1				541.82
	320	1932	922	00	P	1				24.63
	320	1932	923	00	P	1				12.94
			TOT		P	1	534.52	534.52		8,560.33
			** JOB TOTALS **				534.52 **	534.52	**	8,560.33 **
KINGWOOD & 10TH FLORENCE	CONT NO		FA PROJ NOS SOS 001001 100							STATE
	320	1935	296	00	N	9	3.86CR	3.86CR		1,967.01CR
	320	1935	298	00	N	9	3.86	3.86		1,967.01
	320	1935	901	00	P	1				366.30
	320	1935	905	00	P	1				825.22
	320	1935	914	00	P	1				65.81
	320	1935	920	00	P	1				63.50
	320	1935	921	00	P	1				532.96
	320	1935	922	00	P	1				18.18
	320	1935	922	00	N	1				9.88
	320	1935	923	00	P	1				421.52
			TOT		P	1				2,293.35
			TOT		N	1				9.88
			** JOB TOTALS **				**	**	**	2,303.23 **
SPTC RR X'ING-32ND AV SPFLD	CONT NO		FA PROJ NOS BRS 255001 100							STATE
	320	1936	905	00	P	1				51.58

	320	1927	901	00 P 1				127.43	
	320	1927	905	00 P 1				30.30	
			TOT	P1				157.73	
			** JOB TOTALS **			**	**	167.73	**

VENETA-6TH-TERRITORIAL HWY CONT NO FA PROJ NOS SOS 002001 100 STATE

320	1932	295	00 N 9			500.00	
320	1932	296	00 N 9			4,700.00CR	
320	1932	298	00 N 9			4,200.00	
320	1932	901	00 P 1			3,638.47	X
320	1932	905	00 P 1	534.52	534.52	3,754.83	
320	1932	910	00 P 1			281.28	

TOTAL TO DATE JOB COST SUMMARY JULY 1979 PAGE 434

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	320 1932	311	00 P 1			137.75	
	320 1932	913	00 P 1			22.88	
	320 1932	914	00 P 1			65.56	
	320 1932	920	00 P 1			80.62	X
	320 1932	921	00 P 1			591.82	
	320 1932	922	00 P 1			24.63	
	320 1932	923	00 P 1			12.94	
		TOT	P1	534.52	534.52	8,560.33	
		** JOB TOTALS **		534.52 **	534.52 **	8,560.33	**

KINGWOOD & 10TH FLORENCE CONT NO FA PROJ NOS SOS 001001 100 STATE

320	1935	296	00 N 9	3.86CR	3.86CR	1,962.01CR	
320	1935	298	00 N 9	3.86	3.86	1,967.01	
320	1935	901	00 P 1			366.30	
320	1935	905	00 P 1			825.22	
320	1935	914	00 P 1			65.81	
320	1935	920	00 P 1			63.50	
320	1935	921	00 P 1			332.95	
320	1935	922	00 P 1			18.05	
320	1935	922	00 N 1			9.88	
320	1935	923	00 P 1			421.52	
		TOT	P1			2,293.35	
		TOT	N1			9.88	
		** JOB TOTALS **		**	**	2,303.23	**

SPTC RR KING-32ND AV SPFLD CONT NO FA PROJ NOS RRS 005001 100 STATE

320	1936	905	00 P 1			51.68	

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9044

FEDERAL AID PROJECT NO.
OS-2002(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

COUNTY NAME
Lane

ITEM NO.
80319

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 2'79
REFER TO
Mac Irving
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10-2
Orig

DATE FSLE APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-7-78	9-26-79	Non Federal-aid	City Street

GENERAL LOCATION:
6th Street Territorial Highway (Veneta) Section

GENERAL DESCRIPTION OF WORK:
Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 9-20-79 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-26-79	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-016

9044

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [illegible] 440-3399

Mr. Richard Gutman, Mayor
City of Veneta
P.O. Box 458
Veneta, OR 97487

September 17, 1979

In Reply Refer to
File No.: PRO 6

Dear Dick:

Attached is the latest revised cost estimate for 6th Street - Territorial Highway (Veneta) section on Hunter Avenue.

As I mentioned in a phone conversation last week, there will be several utility adjustments and sidewalk replacement to be considered should Alternate "B" be selected by the city. The sidewalk replacement may require easements from property owners.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

Jack Ayres

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp
attach.
cc: D.H. Moehring
Larry Asburry
Doug Greene

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☒
SEP 18 1979
REFERRED TO M
FOR M
FILE: PM FA LG.

Form 734-3122

Section 6th St. - Territorial Hwy - (Veneta) Sec. Programming Estimate $ 182,000.00

Highway City Street (Hunter Rd) Project Length 0.29 miles

County Lane Completion Time 165 Cal. working

Kind of Work Grading & Paving Est. Comp. Date 8-31-80

Prefix 320-1432-921 Letting Date Oct 18, 1979 Project No. 505-200Z(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Alt "A" 77,490.00
Alt "B" 158,732.50

Estimated Contract Amount . . . . . $ _____

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	500.00	
Permanent Pavement Striping	1000.00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		$ 1500.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
_____		
_____		
_____		
_____		
_____		

Subtotal Alt "A" $ 78,990.25
Alt "B" $ 160,232.50

Contingencies (4-1/2%) "A" 3,554.55
"B" 7,210.46

Engineering (8 B 9 A 10%) "A" 7,899.00
"B" 14,420.75

~~Subtotal~~

Credit for _____ _____

Estimated Net Authorization, Construction . . . . . $

Alt. "A" 40,443.55
Alt. "B" $ 181,863.89

APPROVED

_____
Road Design Engineer

Alternate "A"

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3

Date 8/20/79

Section 6th St. - Territorial Hwy. (Veneta) Sec. County Lane

Kind Of Work Grading and Paving Length 0.29 Name Bill Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	Lump Sum	5750.00
2	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	2590.00
3	Temporary Signs		Sq. Ft.	210	6.00	1260.00
4	Temporary Barricades		Each	10	100.00	1000.00
5	Flagmen		Hour	200	20.50	4100.00
	Roadwork					
6	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1,500.00
7	General Excavation		Lump Sum	All	Lump Sum	5,500.00
8	Trench Excavation		Cu. Yd.	35	15.00	525.00
9	Coarse Aggregate Base, 8-inches Thick		Sq. Yd.	5100	3.50	17,850.00
10	¾"-0 Aggregate Base, 2-inches Thick		Sq. Yd.	5950	1.00	5,950.00
11	Class B Asphalt Concrete, 3½-inches Thick		Sq. Yd.	5100	4.50	22,950
12	12-inch Culvert Pipe		Lin. Ft.	185	24.00	4,440
13	Portland Cement Concrete in Sewers		Cu. Yd.	2	300.00	600.00
14	Concrete Inlets, Type G-2		Each	2	600.00	1200.00
15	Asphalt Approaches		Sq. Yd.	300	2.75	825.00
16	Adjusting Manholes		Each	6	200.00	1200.00

Alternate B

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3

Date 8/21/79

Section 6th St. - Territorial Hwy. (Veneta) Sec

County Lane

Kind Of Work Grading and Paving

Length 0.29

Name Bill Bergstedt

	Item	Code	Unit	Quant.	Unit Cost	Total
8	Mobilization		~~Lump Sum~~	All	Lump Sum	11,800.00 ~~13,000.00~~
9	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	2590.00
10	Temporary Signs		Sq. Ft.	210	6.00	1260.00
11	Temporary Barricades		Each	10	100.00	1,000.00
12	Flagmen		Hour	300	20.50	6150.00
	Roadwork					
3	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	3,000.00
	General Excavation		Lump Sum	All	Lump Sum	7300.00
	Trench Excavation		Cu. Yd.	170	10.00	1700.00 ~~17,000.00~~
6	Coarse Aggregate Base, 8-inches Thick		Sq. Yd.	5700	3.50	19,950.00
7	3/4"-0 Aggregate Base, 2-inches Thick		Sq. Yd.	5120	1.00	5120.00
5	Class B Asphalt Concrete, 3 1/2-inches Thick		Sq. Yd.	5100	4.50	22,950.00
1	12-inch Culvert Pipe		Lin. Ft.	50	24.00	1200.00
2	10-inch Sewer Pipe		Lin. Ft.	40	17.50	700.00
	12-inch Sewer Pipe		Lin. Ft.	1385	22.00	30,470.00
	Concrete Inlets, Type ~~B~~ CG-2		Each	~~2~~	600.00 ~~400.00~~	1200.00 ~~800.00~~
	Concrete Inlets, Type CG-2		Each	~~14~~ 13	550.00	7,150.00 ~~7,700.00~~
	Concrete Inlets, Special		Each	4	200.00	800.00

Alternate D

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3

Date 8/21/79

Section 6th st.-Territorial Hwy (Veneta) Sec County Lane

Kind Of Work Grading and Paving Length 0.29 Name Bergsted

No	Item	Code	Unit	Quant.	Unit Cost	Total
35	Concrete Walks		Sq. Yd.	150	16.75	2512.50
36	Concrete Driveways		Sq. Yd.	225	25.00	5625.00
37	Concrete Curbs		Lin. Ft.	3000	8.25	24750.00
38	Asphalt Approaches		Sq. Yds.	20	2.75	55.00
39	Adjusting Manholes		Each	6	200.00	1200.00
40	Adjusting Inlets		Each	1	250.00	250.00
			Total amount of Bid			#
	146 932.50 x .08					

	320	1927	2.8	00	N	9				15X.[illegible]
	320	1927	901	00	P	1				122.43
	320	1927	905	00	P	1				30.30
			TOT		P	1				152.73
			** JOB TOTALS **				**	**	**	157.73 **

HWY CONT NO FA PROJ NOS SOS 002001 100 STATE

	320	1932	295	00	N	9				500.00

AUGUST 1979 PAGE 454

CONT	PREFIX		FUNCTION	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
320	1932		296	00	N	9		4,200.00CR
320	1932		295	00	N	9		4,200.00
320	1932		901	00	P	1	1,131.56	1,666.08	3,638.47
320	1932		904	00	P	1			231.28
320	1932		905	00	P	1			137.75
320	1932		911	00	P	1			22.44
320	1932		913	00	P	1			65.55
320	1932		914	00	P	1			80.62
320	1932		920	00	P	1			805.66
320	1932		921	00	P	1	263.84	263.84	34.07
320	1932		922	00	P	1	9.44	9.44	12.94
320	1932		923	00	P	1			9,965.12
			TOT		P	1	1,404.84	1,939.36	
			** JOB TOTALS **				1,404.84 **	1,939.36 **	9,966.17 **

CONT NO FA PROJ NOS SOS 001001 100 STATE

	320	1935	296	00	N	9	4,632.99CR	4,636.85CR		4,600.00CR
	320	1935	295	00	N	9	4,632.99	4,636.85		4,600.00
	320	1935	901	00	P	1				366.30
	320	1935	904	00	P	1	6,199.39	6,199.39		6,199.39
	320	1935	905	00	P	1				825.22
	320	1935	914	00	P	1				65.81
	320	1935	920	00	P	1				63.50
	320	1935	921	00	P	1				532.68
	320	1935	922	00	P	1				18.05
	320	1935	922	00	N	1				9.88
	320	1935	923	00	P	1				421.52
			TOT		P	1	6,199.39	6,199.39		8,452.74
			TOT		N	1				9.88
			** JOB TOTALS **				6,199.39 **	6,199.39 **		8,502.62 **

SPIC RR X'ING-3[illegible] FED. CONT NO. FA PROJ NOS. RRS 255001 100 STATE

	320	1936	905	00	P	1				51.68
			TOT		P	1				51.68
			** JOB TOTALS **					**	**	51.68 **

8-79

2044

320	1927	901	00	P	1			127.43	
320	1927	905	00	P	1			30.30	
		TOT		P	1			157.73	
		** JOB TOTALS **				**	**	157.73	**

HWY CONT NO FA PROJ NOS SOS 002001 100 STATE

320	1932	295	00	N	9			500.00	

AUGUST 1979 PAGE 454

CNT	PREFIX	FUNCTION	GR			CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
320	1932	296	00	N	9			4,200.00CR	
320	1932	295	00	N	9			4,200.00	
320	1932	901	00	P	1			3,634.47	
320	1932	904	00	P	1	1,131.56	1,666.08	6,[illegible].39	
320	1932	910	00	P	1			231.28	
320	1932	911	00	P	1			137.73	
320	1932	913	00	P	1			22.48	
320	1932	914	00	P	1			65.55	
320	1932	920	00	P	1			80.62	
320	1932	921	00	P	1	263.84	263.84	805.66	
320	1932	922	00	P	1	9.44	9.44	34.07	
320	1932	923	00	P	1			12.94	
		TOT		P	1	1,404.84	1,939.36	9,965.17	
		** JOB TOTALS **				1,404.84	** 1,939.36	** 9,965.17	**

CONT NO 2 FA PROJ NOS SOS 001001 100 STATE

320	1935	296	00	N	9	4,632.99CR	4,636.85CR	6,600.00CR	
320	1935	295	00	N	9	4,632.99	4,636.85	6,600.00	
320	1935	901	00	P	1			366.30	
320	1935	904	00	P	1	6,199.39	6,199.39	6,199.39	
320	1935	905	00	P	1			825.22	
320	1935	914	00	P	1			65.81	
320	1935	920	00	P	1			63.50	
320	1935	921	00	P	1			532.95	
320	1935	922	00	P	1			18.05	
320	1935	922	00	N	1			9.88	
320	1935	923	00	P	1			421.52	
		TOT		P	1	6,199.39	6,199.39	8,492.74	
		TOT		N	1			9.88	
		** JOB TOTALS **				6,199.39	** 6,199.39	** 8,502.62	**

SPEC RR X'ING-[illegible] CONT NO FA PROJ NOS RRS 255001 100 STATE

320	1936	905	00	P	1			51.68	
		TOT		P	1			51.68	
		** JOB TOTALS **				**	**	51.68	**

8-79

2044

90414

City of Veneta

INCORPORATED 1962

P. O. Box 458
VENETA, OREGON 97487
Phone: ~~222-2112~~ 935 2191

August 1, 1979

Mr. Jack Ayres
Regional Federal Aid Engineer
Department of Transportation
Highway Division, Region 3
P O Box 1128
Roseburg, Oregon 97470

Re: Hunter Road Street Improvements
Veneta, Oregon

Dear Jack:

This is to advise that at its July 30, 1979 Special Council Meeting, the Veneta City Council passed the following motion:

> Moved that the Council authorize the State Highway Department to put the Huntor Street paving out for bids using a basic project of paving of 31 feet face-of-curb to face-of-curb with curbs, gutters, catch basins and storm sewers and an alternate project of 28 feet paving with three-foot shoulders and drainage with the City reserving the right to accept the proposal it wishes.

This motion was made and seconded, and upon its voting three of the four council members present voted for the motion, with the mayor voting against it on the basis that it is his feeling that the matter should be returned to the property owners of Hunter Street to determine whether they approve this or not.

Accordingly, on the basis of the approval by a majority of the council sitting as a quorum, would you please proceed to a bidding of the basic and alternate projects and the presentation of the bids to this Council. -How Soon?

Very truly yours,

Richard Gutman

RICHARD GUTMAN
Mayor

ROSEBURG REGION
RECEIVED
AUG - 6 1979

RE	RMP	RCE	ROE	TE
RUE	DES	RSR	RPR	RLE
ENV		RBI	SEC	

PROJECT MANAGEMENT BRANCH
ASME ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
AUG 7 1979
REFERRED TO HAL
FOR M
FILE: PM IA IC

RG/o
cc Doug Greene
Moehring
Asbury
c.c. Jack Sullivan

90-14

Date 7/31/79 PROJECT MANAGEMENT OFFICE MEMO

Subject Veneta SOS Project File No.

Received (call) (visit) from

Address

Made ~~(call)~~ (visit) to Jack Sallis Phone

Reason for contact and general discussion: Jack says there is no legal way that we can force the City to accept a low bid even if it is under the engineers estimate. If the local abutting property owners refuse to be assessed and the City cannot make its advance deposit, we would have no choice but to reject the bids.

Signature R.H. Prange
Hal Reynoldson

C.C. Jack Ayers

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

9044

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

Mr. Dick Gutman, Mayor
City of Veneta
P.O. Box 458
Veneta, OR 97487

July 23, 1979

In Reply Refer to
File No.: PRO 6

Dear Dick:

While I was on vacation the City of Veneta wrote a letter to Mr. Jim Cix, Region Construction Engineer, concerning the proposed Hunter Street road project. The letter was forwarded to Salem and our Region office received a response (copy attached) which clearly states the Highway Division's policy relating to awarding contracts. This is along the same line that you and I had discussed several times.

We will only go to contract with a project that the City can afford, based on Salem's most recent estimates.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp
attach.
cc: D.H. Moehring
Larry Asburry
Doug Greene

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
JUL 21 1979
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Form 734-8122

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 16, 1979

TO: Alfred Shirley, Jr.
Region Engineer

Attention James Gix

Ed

FROM: E. S. Hunter
Asst. State Highway Engineer
Technical Services Branch

SUBJECT: Hunter Road Improvement
City of Veneta

I have just read a copy of the June 25 letter you received from the City of Veneta which indicates that the City Council passed a motion on June 7, 1979 stating that the State Highway Department is instructed to proceed with the Hunter Road street improvement from Territorial Road to Sixth Street, subject to the City of Veneta Council's approval or rejection of any or all proposals. The letter goes on to describe two alternatives on which they wish to have bids taken.

I have no objection to taking alternative bids, as I realize that most small cities have funding problems.

I cannot, however, advertise projects subject to approval or rejection of any or all proposals by the local agency. As you know, estimates are prepared for the purpose of establishing the funds needed on a project and for the purpose of comparing against the bids received. Our standard policy is to:

(1) Award all projects which do not exceed the Engineer's Estimate more than 10 percent;

(2) Analyze all bids received which exceed the Engineer's Estimate by 10 percent and if the analysis indicates that the Engineer's Estimate was in error, award the project to the lowest responsible bidder, provided the job is cost effective at the higher price.

ROSEBURG REGION
RECEIVED
JUL 18 1979

RE	RME	RCE	ROE	TE
RUE	DES	RSR	RPR	RLE
ENV	FAE	RBI	SEC	

I have been advised by contractors that some other agencies are making a habit of taking several alternative bids and then electing not to award to the lowest responsible bidder. At least one contractor is bitterly complaining about this practice, and rightfully so. The contractor must select, from an array of projects advertised throughout Oregon, one on which he will prepare a bid. Obviously, there are other projects on which he could bid but due to estimating resources available to him, he can only bid on a limited number of the projects available. If he is the lowest bidder and the project is not awarded for some reason other than exceeding the Engineer's Estimate by more than 10 percent, he is not only out the expense of estimating the project and submitting a bid, but he is also out the possibility of obtaining another job which could have been bid in lieu of the one which has been rejected. In addition, the contractor must accompany his bid with a bid bond to ensure that he was bidding in good faith and will in actuality enter into the contract if he is the lowest responsible bidder. Otherwise, the bid bond is forfeited.

The complaint is that agencies calling for bids should call for bids in good faith; that is, there should be funds available to finance the project at least for an amount not to exceed 10 percent of the Engineer's Estimate.

I'm not sure whether you have replied to the City of Veneta or not, as the letter which I am reading indicates no reply and has carbon copies referred to Versteeg and to Stoudenmeyer. I would suggest that if the letter has not been answered, that an answer be prepared immediately and that you give instructions to your people negotiating with local agencies to lay out the ground rules for competitive bidding prior to finalizing a project.

The Veneta letter ends by saying "...We understand there is an additional charge involved..." I suspect that they are referring to the working up of two alternatives and of course the answer to that is "Yes. All engineering charges will be billed against the project."

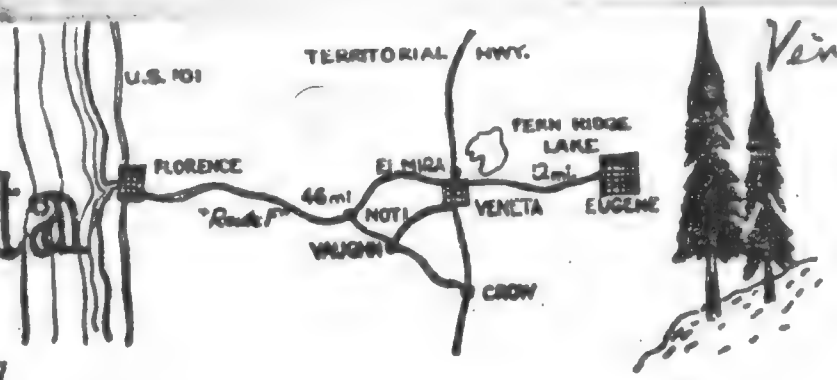
ESH:ja

cc J. H. Versteeg

City of Veneta

INCORPORATED 1962

P. O. Box 458
VENETA, OREGON 97487
Phone: 935-2112 935 2191



June 25, 1979

Mr. James Gix
State Highway Division
P O Box 1128
Roseburg, Oregon 97470

Re: Hunter Road Street Improvements,
Veneta, Oregon

Dear Mr. Gix:

Further to your telephone call of June 20th, 1979, please be advised that the City Council passed a motion on June 7, 1979 stating that the State Highway Department is instructed to proceed with the Hunter Road street improvements from Territorial Road to 6th Street subject to the City of Veneta Council's approval or rejection of any or all proposals; that the improvements be bid as a basic project consisting of a street with curbs and gutters, 31 feet from face of curb to face of curb, and with adequate drainage facilities; that an alternate proposal be obtained for street improvements on said Hunter Street being a 28' paved street with ditching, shoulders and drainage facilities.

We understand thereis an additional charge involved.

Very truly yours,

Shirley M. J. Overed
City Recorder
City of Veneta

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 0 3 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

cc: J. H. Versteeg.
D. Stoudenmayer
Alt. plans. for bidding

ROSEBURG REGION
RECEIVED

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

Richard Gutman, Mayor
City of Veneta
P.O. Box 458
Veneta, OR 97487

In Reply Refer to
File No.: PRO 6

Dear Dick:

This will acknowledge receipt of your letter of June 11, 1979, requesting an enlarged off-system project, 6th St. - Territorial Hwy. (Hunter Road), which would have curbs, gutters and a storm sewer system.

By copy of this letter I am directing our Design Section in Salem and Resident Engineer, Doug Greene, to work together to implement these changes. After the newly worked project has been estimated we will then talk with you and your city council on funding and whether to have an alternate job. This alternate would be the job that is ready to go to contract at this time.

This additional work will undoubtedly mean that this project will have to be delayed until spring of next year and approximately one year's inflation will be included on whichever project is chosen.

We will continue to work with you and the city in every way possible to get this project going and to the satisfaction of all.

6-19-79
Est. #1500 additional Engr. to provide plans for alt. above
Notified Reg. of this. DNL

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER
By JACK AYRES
Regional Federal-Aid Engineer

REFERRED TO

Beard / Staudenmayer DNL
Cole Sample
Friksen Watson
Heger Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

City wants alt.'s for contracting are aware of added engr. costs.
7-2-79 DNL

Versteeg /
Anderson
Christensen DNL
Olson
Sullivan DNL
Terpin
Trout
Weberlig

RECEIVED
JUN 18 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

jm/cp

cc: D.H. Moehring
J.H. Versteeg
Larry Asburry
Doug Greene

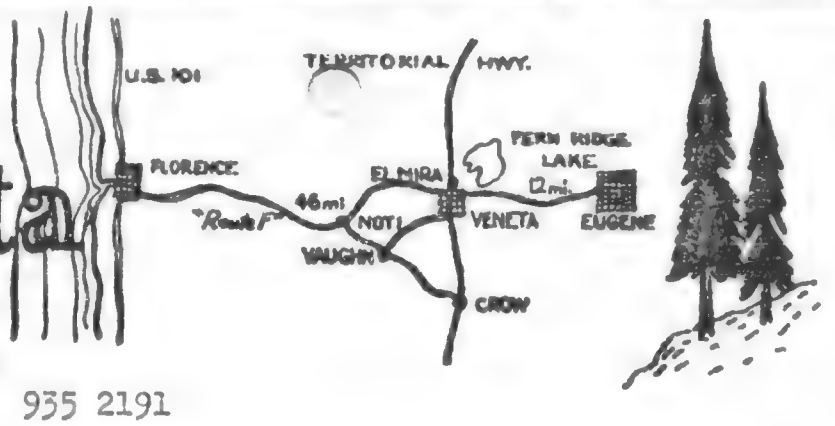
Add BH-copy as needed o.b.

Form 734-0122

City of Veneta

INCORPORATED 1962

P. O. Box 458
VENETA, OREGON 97487
Phone: 935-2112 935 2191



June 11, 1979

Mr. Jack Ayres,
Regional Federal-Aid Engineer
Department of Transportation
Highway Division, Region 3
P O Box 1126
Roseburg, Oregon 97470

Re: Hunter Road, Veneta, Oregon
Street Improvements.

Dear Mr. Ayres:

At a special session of the Veneta City Council held on June 7, 1979, it was passed by a 3-1 vote that:

> ". . the State Highway Department be instructed to proceed with the Hunter Road street improvements from Territorial Road to 6th Street subject to the City of Veneta Council's approval or rejection of any or all proposals; That the improvements be bid as a basic project consisting of a street with curbs and gutters, 31 feet from face of curb to face of curb, and with adequate drainage facilities; that an alternate proposal be obtained for street improvements on said Hunter Street being a 28' paved street with ditching, shoulders and drainage facilities."

Will you, therefore, please proceed with this project on the basis of the above motion and your letter dated June 1, 1979 advising that the cost of this project is in the estimated range of $140,133.

Very truly yours,

Richard Gutman

RICHARD GUTMAN, MAYOR
CITY OF VENETA

RG/o

cc Terpin
mochring
Greene
Int CP

90'14

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

Richard Gutman, Mayor
City of Veneta
P.O. Box 458
Veneta, OR 97487

In Reply Refer to
File No.: PRO 6

Dear Dick:

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By copy of this letter I am directing our Design Section in Salem and Resident Engineer, Doug Greene, to work together to implement these changes. After the newly worked project has been estimated we will then talk with you and your city council on funding and whether to have an alternate job. This alternate would be the job that is ready to go to contract at this time.

This additional work will undoubtedly mean that this project will have to be delayed until spring of next year and approximately one year's inflation will be included on whichever project is chosen.

We will continue to work with you and the city in every way possible to get this project going and to the satisfaction of all.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp

cc: D.H. Moehring
J.H. Versteeg
Larry Asburry
Doug Greene

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JUN 18 1979
File: PM FA
TAA LG OP

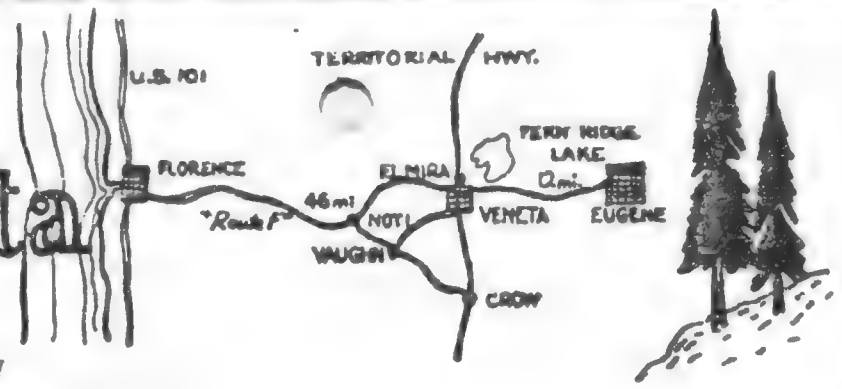
Form 734-3122

9044

City of Veneta

INCORPORATED 1962

P. O. Box 458
VENETA, OREGON 97487
Phone: ~~935-3112~~ 935 2191



June 11, 1979

3201932

Mr. Jack Ayres,
Regional Federal-Aid Engineer
Department of Transportation
Highway Division, Region 3
P C Box 1128
Roseburg, Oregon 97470

BEN GIFFORD

Re: Hunter Road, Veneta, Oregon
Street Improvements.

Dear Mr. Ayres:

At a special session of the Veneta City Council held on June 7, 1979, it was passed by a 3-1 vote that:

> ". . the State Highway Department be instructed to proceed with the Hunter Road street improvements from Territorial Road to 6th Street subject to the City of Veneta Council's approval or rejection of any or all proposals; That the improvements be bid as a basic project consisting of a street with curbs and gutters, 31 feet from face of curb to face of curb, and with adequate drainage facilities; that an alternate proposal be obtained for street improvements or said Hunter Street being a 28' paved street with ditching, shoulders and drainage facilities."

Will you, therefore, please proceed with this project on the basis of the above motion and your letter dated June 1, 1979 advising that the cost of this project is in the estimated range of $140,133.

Very truly yours,

Richard Gutman

RICHARD GUTMAN, MAYOR
CITY OF VENETA

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☑ OPE ☐
JUN 15 1979
File: PM FA LG OP
TAA

RG/o

cc Terpin
Mochring
Greene

9044

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

Mr. Dick Gutman, Mayor
City of Veneta
88241 Huston Road
Veneta, OR 97487

June 1, 1979

In Reply Refer to
File No.: PRO 6

Dear Mayor Gutman:

Since our meeting with the Veneta City Council on May 30, 1979, I have had Highway cost analysis people working on "bare bones" estimate figures for the Hunter Street project. The costs indicated below are derived from actually contacting the area contractors. These prices will be good through the month of June or possibly early July only. After this time the cost will go up. Currently inflation is running 1% per month for road building projects.

These are the new costs for the complete project including 28' roadway, storm sewer, and curb and gutter:

Bid items	$107,517
mobilization, protection and direction of traffic, const. engr. and contingencies	23,116
	$130,633
P.E. to date	7,000
P.E. for additional work	2,500
TOTAL PROJECT COST	$140,133

If you elect to go with the original project we can go to bid on June 28 or July 12 and take advantage of current prices. If we revise the project we can expect increased costs and possibly go to bid in August.

I will await your decision on this matter, but I urge you not to wait too long as we are now well into this construction season.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

By Jack Ayres
JACK AYRES
Regional Federal-Aid Engineer

JA/cp

cc: D.H. Moehring
Larry Asburry
Doug Greene

PROJECT MANAGEMENT
PWE ☐ OCE ☐ OM ☐
LGE ☐ FME ☐ OPE ☐
JUN 4 1979
File: PM FA
TM LG OP

Form 734-5122

9044

VICTOR ATIYEH

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

Mr. Richard Gutman, Mayor
City of Veneta
City Hall
Veneta, OR 97487

April 23, 1979

In Reply Refer to
File No.: PRO 6

Dear Mayor Gutman:

Attached for your review and approval is the latest revised estimate for the 6th Street - Territorial Hwy. (Veneta) Section on Hunter Avenue.

If the figures shown present any financial problems for the City please contact me as soon as possible.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER
By JACK AYRES
Regional Federal-Aid Engineer

JA/cp
Attach.
cc: D.H. Moehring
Larry Asburry
Doug Greene

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
APR 25 1979
File: PM FA
TA Reynolds EG OP

City will revamp job
I am told by Jack Ayers
5/4/79 ve

Form 734-8122

Section 6th St. – Territorial Hwy. (Venetia) Sec Programming Estimate $ _____

Highway City Street (Hunter Ave.) Project Length .29 miles

County Lane Completion Time _____

Kind of Work Grading and Paving _____

Prefix 320-1932-921 FA Project No. SOS-2002(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 75,245.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	500.00	
Permanent Pavement Striping	1000.00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		$ 1500.00
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		
		$ 76,745.00
Contingencies (4-1/2%)		3,453.53
Engineering (10 %)		7,674.50
	SUBTOTAL	$
Credit for _____		
Estimated Net Authorization, Construction		$ 87,873.03

APPROVED

_____
Road Design Engineer

Est. PE. Costs 4,900.00
Est. total Project Costs 92,773.03
Less Federal funds 64,500.00
Less PE Ad. Deposit 700.00
Est. City Share $ 27,573.03

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 7/16/79

Section 6th St. - Territorial Hwy. (Veneta) Sec

County Lane

Kind Of Work Grading and Paving

Length .29

Name B. Bergsted

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization 8%		All	All		5600 00
	Temporary Protection and Direction of Traffic		All	All		2,600 00
	Temporary Signs		Sq. Ft.	210	6 00	1,260 00
	Temporary Barricades		Each	10	100 00	1,000 00
	Flagmen Roadwork		Hour	200	19 00	3800 00
	Clearing and Grubbing		All	All	—	1000 00
	Removal of Structures and Obstructions		All	All	—	500 00
	General Excavation		All	All	—	9000 00
	Coarse Aggregate Base, 8 inches Thick		Sq. Yd	5140	2 75	14,135 00
	3/4"-0 Aggregate Base, 2-inches Thick		Sq. Yd	5,500	0 85	4,675 00
	Class B Asphalt Concrete, 3½-inches Thick		Sq. Yd	5,200	4 25	22,100 00
	12-inch culvert Pipe		Lin. Ft.	185	15 00	2,775 00
	Portland Cement Concrete in Sewers		Cu. yd.	4	200 00	800 00
	Concrete Inlets, Type G-2		Each	2	600 00	1200 00
	Extra for Asphalt Approaches		Each	18	200 00	3,600 00
	Adjusting Manholes		Each	6	200 00	1,200 00
					#	75,245 00
			69 64: x08			

9044

FORM 81-794-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 26, 1979

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: CORRECTED
Right of Way Certification
F. A. Projects
Bid Opening May 24, 1979

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. SOS-2002(1) Highway No. 2020 City

Federal-aid Project Name 6th St. - Territorial Hwy.

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[XX] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

cc: J. M. Versteeg
Duane Ridings
F. C. Lowe

9044

April 17, 1979

Ms. Vi Harding
P.O. Box 458
Venata, Oregon 97487

RE: 6th Street-Territorial Hwy. Section
Hunter Avenue
SOS-2002(1)

Dear Ms. Harding:

Our latest estimate for this project is approximately $98,700.00, with the Federal share being $64,500.00, making the City's share approximately $31,200.00. This estimate includes preliminary engineering and construction costs.

I understand this estimate was reviewed with your City in January and you are agreeable to it proposing to raise the City share by assessing abutting property owners. Keep in mind actual bids will vary from the estimate, sometimes 10% either way.

We presently propose to open bids May 24 and would need the City's deposit by June 15. If you have further questions, please call or write Jack Ayres, 1523 S.E. Cobb Street, P.O. Box 1128, Roseburg, Oregon 97470, Phone: 672-6658.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER

Gerald Wimer
Local Government Engineer

HR:GWM:pf

cc: Jack Ayres
Dave Jones

9044

April 16, 1979

Ms. Vi Harding
P.O. Box 458
Veneta, Oregon 97487

RE: 6th Street-Territorial Hwy. Section
Hunter Avenue
SOS-2002(7)

Dear Ms. Harding:

Our latest estimate for this project is approximately $95,700.00, with the Federal share being $64,500.00, making the City's share approximately $31,200.00. This estimate includes preliminary engineering and construction costs.

With prices of things changing as rapidly as they are, we wish to remind you that this estimate could change before we have a contract on this project.

Very truly yours,

Gerald Wimer
Local Government Engineer

HR:pf

cc: Jack Ayres

Not sent

9044

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan & Profile

2-1-79

STAT

DEPARTMENT

STATE H

PLANS

Temp. Protection And Direction
Of Traffic To Be In Spec. Provisions

6TH ST. - TERRITOR

CITY STR

BEGINNING OF PROJECT
Sta. 9+89

Veneta

END OF PROJECT
Sta. 25+27

STATE OF OREGON

RTMENT OF TRANSPORTATION

TATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

PRELIMINARY COPY
FEB 21 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

6TH ST. – TERRITORIAL HWY. (VENETA) SEC. CITY STREET (HUNTER AVE.) LANE COUNTY				SHEET No. 1
ROAD No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

O.S.

ERRITORIAL HWY. (VENETA) SEC.

CITY STREET (HUNTER AVE.)

LANE COUNTY

APPROVED
CITY OF Veneta
BY MAYOR Richard Gutman
BY RECORDER Verle B Harding (acting)
DATE 3/1/79

Sketch Map
Scale 0 800 1600 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER — OREGON — DEC 30 1969 — H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER — CALIFORNIA — OREGON — MAY 14 1969 — E. S. HUNTER

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L Jackson	CHAIRMAN
Michael P Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Fred J Klobos	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER — DATE

E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

FOR PROPOSED PROJECT

RIAL HWY. (VENETA) SEC.

TREET (HUNTER AVE.)

LANE COUNTY

PRELIMINARY COPY
FEB 21 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

6th St. ~ Territorial Hwy. (Veneta) Sec.
City Street (Hunter Ave.)
Lane County

Road No.	State	Project No.	File No.	Total Sheets
10	Oregon			1

O.S.

APPROVED
CITY OF Veneta
BY MAYOR Richard Gutman
BY RECORDER Violet B Harding (acting)
DATE 3/1/79

Sketch Map
Scale 0 500 1000 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER — H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER — E. S. HUNTER

H S Coulter — STATE HIGHWAY ENGINEER

E S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L Jackson — CHAIRMAN
Michael P Hollern — VICE CHAIRMAN
Gordon Coleman — COMMISSIONER
Peter J Brix — COMMISSIONER
Tom Walsh — COMMISSIONER
Fred B Klobee — DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

S U M M A R Y

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	

No.	Item	Code	Unit	Quant.
	Mobilization	9%		
	Temp Pvt & Dic	4%		
	Clearing		Ac	2.2
	Remv Str & Obs			
	Com Exc		Cu yd	1215
	Ditch Exc		Cu yd	5
	Trench Exc		Cu yd	25
	Agg Base		Ton	1919
	Type Coarse Agg Base		Ton	460
	Watering		M Gal	12
	Class "B" A.C.		Ton	22.8
	Asph Conc w Additive		Ton	52
	Tack		Ton	0.8
	Extra Re Asph Approaches		Ton	1.6
	18" Conc Pole Base		Lin Ft	142
	Type C-2 Inlet		Ea	2
	Adjust Manhole		Ea	6
	Class 3250 R.C. Pipe		Lin Ft	84.5
	Reinforcement		Lbs	123

Note: All Reinforcing Steel
2" Clear Of Nearest F

Class

22"

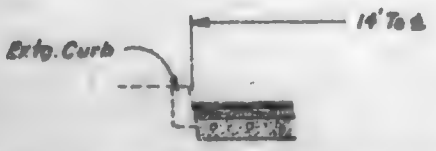
22"

PIPE ENCASEMENT D
(For Location, See Plans)

No R/W Mod

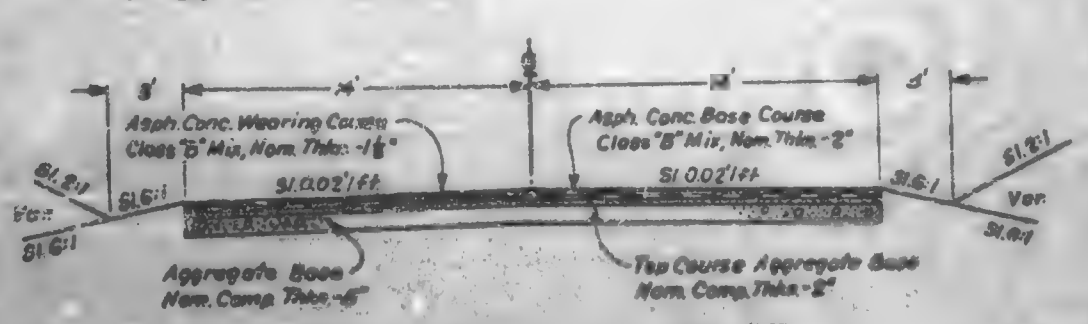
Shockensuss North Outfa

6TH ST.~TERRITORIAL HWY. (VENETA) SEC. CITY STREET (HUNTER AVE.) LANE COUNTY				SHEET No. 2
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			SEE INDEX



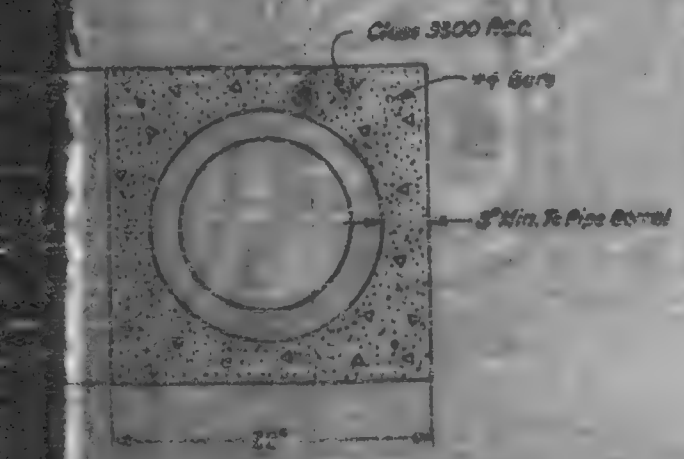
(For Surfacing Details Not Shown, See Section Below)

STA. 11+08 To STA. 13+12 Lt.
17+80 To 19+10 Lt.

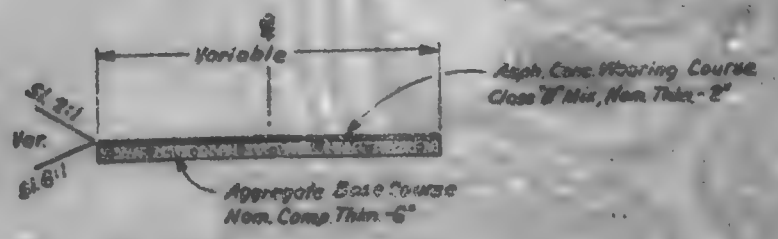


STA. 9+89 To STA. 25+27

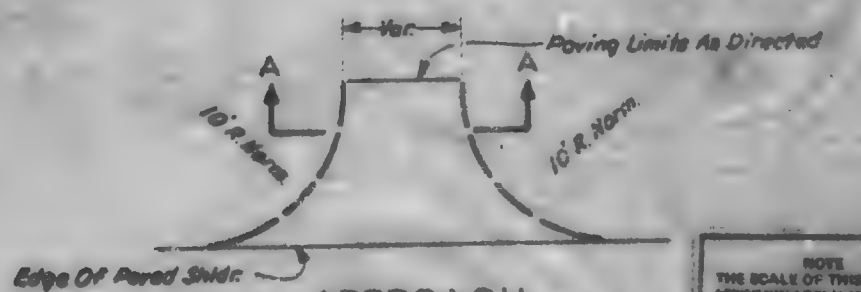
NOTE: All Reinforcing Steel Shall Be Placed 2" Clear Of Nearest Face Of Concrete.



ENCASEMENT DETAIL
(For Location, See Plans)



SECTION A-A



APPROACH

NOTE
THIS SCALE OF THIS PRINT IS APPROXIMATELY 40% OF THE ORIGINAL DRAWING.
DO NOT SCALE

9044

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

2020

Attention: Right-of-Way Section

Subject: Federal Aid Project No. 2020
Project Name 6th St.-Territorial Hwy (Veneta) Hunter Ave., Lane Co.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

yes 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

no 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

no a. There has been no displacement of persons from residences, farms or businesses.

OR

no b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

yes 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

C.C. — D.E. Swan
Roger Trygsadt
C.T. Heasley

Signed at _____, Oregon, this ____ day of _____, 19__

City of Veneta
Richard Gutman mayor

Certified By:

Russell Walser
Regional Right-of-Way Supervisor
Date 2-22-79

County of _____

_____
County Judge/Chairman

_____
Commissioner

_____
Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

9044

January 11, 1979

Hon. Richard Gutman, Mayor
City Hall
Veneta, Oregon 97487

Honorable Gutman:

Subj: 6th St.-Territorial Hwy. Section
Hunter Ave.
SOS-2002(1)

This letter is to acknowledge your telephone call to Mr. Dave Jones to inform him that your city council has agreed to increase the funds for this job by $20,000. This will make approximately $95,000 available for this project.

We appreciate your assistance and response in the development of this project.

Very truly yours,

For Gerald W. Wimer
Local Government Manager

HR:dmc
cc: Jack Ayers
Dave Jones
Jack Sullivan
D.O. Christensen
Don Studenmeyer

90441

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: 6th St.-Territorial Hwy. (Veneta)
Highway: Hunter Ave.
County: Lane
Prefix: 320-1932
Res. Engr. D. W. Greene

Date January 11, 1979
Ten Year Traffic Coefficient 5.2
18 kip s.a. per day 2.8
R value 9
Frost Penetration - - -
CBE Total Requirement 17.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
3.5"	A.C. (Cl. B)	7.0
2.0"	A.L.	2.0
8.0"	A.B.	8.0
13.5"		17.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
R. H. Frange

PROJECT MANAGEMENT
PME ☐ CCE ☐ OE ☐
LGE ☑ FAE ☐ CPE ☐
JAN 15 1979
File: PM FA LG OP
TAA

9044

FORM 31-734-3080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC

Roseburg, Oregon
November 20, 1978

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: 6th St.-Territorial Hwy.
Hunter Ave. (City of Veneta)
Lane County
Prefix: 320-1932

TO: Frank Terpin
Location Engineer
SALEM

The following location data is being submitted on the above project.

2 pads	Containing a copy of the following:
1	Engineer's Statement
1	Narrative Report
1	Agreement between the State and the City of Veneta
1	Set of Quantity and Cost Summary
1	Set of Supporting and Calculations
1 roll	Detail map 1"=50' (Mylar)
1 roll	Location profile with typical sections
1 roll	Cross sections-Hunter Ave.
1 roll	Assessor's maps (2 maps)
1 book	Field Notes

Region recommends that the following changes be made on the Quantity and Cost Summary Sheets.

1. General Excavation
   Unit from Cu. Yd. to lump sum

2. Aggregrate Base
   Unit from ton to sq. yd.

3. Class "B" asphaltic concrete mixture
   a. Item from Class "B" asphaltic concrete mixture to Commercial Mix (3/4"-0)
   b. Unit from ton to sq. yd.

JJG/KC/ib
Encl.

RECEIVED
NOV 22 1978
LOCATION
SECTION

Returned ch
Carstenson
11/25/78

INDEX

Pages	
1	Engineers Statement
3 - 5	Narrative Report
6 - 9	Agreement between the State and the City of Veneta
10 - 11	Cost Estimate
	List of Conflicts
12	Water (City of Veneta)
13	Power (Lane Electric Co-operative Inc.)
14	" (Pacific Power & Light Co.)
15	Telephone (Pacific Northwest Bell)
16	Cable TV (Lane County Cablevision Inc.)
17	Report on Condition of Bench Mark
18	Report on Bench Mark Recoveries
19	Typical Section Sheet
20 - 22	Profile Grade Sheet
	Cost Estimate Support Calculations
23	Mobilization, to Clearing & Grubbing
24	Flagging hours Cost Analysis Work Sheet
25	Removal of Structures and Odstructions
26	General Excavation, Aggregate Base
27	Asphalt Concrete
28	Surface Area for Street Connections

INDEX (cont.)

Page		
29	-30	Earthwork Computation Sheet
31		Ditch Excavation
32		Drainage Summary
33		Driveway and Private Road aproach
34		Adjusting Manholes

Form E-368 (Revised)

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 320-1932-901 Highway Hunter Ave. (city of Veneta) Section 6th St. to Territorial Hwy.

Highway Class City Street Date 10-1978

Yes	No	N/A*		
			1.	Are the following being submitted?
X				a. Detail Map (Hard Copy).
		X		b. Small Scale Ownership Map.
		X		c. Abandonment Map.
		X		d. Vicinity Maps (PUC and Structures).
		X		e. RR Encroachment Maps and Cross Sections.
		X		f. Interchange Layout Sheets.
X				g. Location Profile.
X				h. Located Line Cross Sections.
X				i. Mass Diagram.
X				j. Earthwork and Other Calculations to Support Estimate.
X				k. Field Notes.
		X		l. Coordinate Sheets.
		X		m. Clearing and Grubbing Chart.
		X		n. Report on Bench Mark Recoveries (Form E-369)
		X		(1) Description of Bench Mark (Form E-185).
		X		(2) Report on Condition of Bench Mark (Form E-186).
		X		o. Photostats of Deeds and Legal Instruments covering Ownerships.
		X		p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
		X		q. Property Appraisal and justifications for alternate facilities.
		X		r. Preliminary Soils and Material Report.
		X		s. Statement of Source of Materials and Stockpile Site (Form E-368).
		X		t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
	X			u. Estimate for Movement of Utilities.
X				v. Quantity Summary.
X				w. Cost Estimate.
X				x. Narrative Report of Survey.
		X	2.	Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
		X	3.	Have all required temporary easements been designated as to area, type and duration?
X			4.	Have you taken into consideration the mechanics and properties of the various types of soil encountered?
	X		5.	Have samples of the surfacing materials been submitted for test by the Salem laboratory?
		X	6.	Have you investigated drift conditions (snow and sand)?
		X	7.	Are there slide conditions apparent?
		X	8.	Have you been over this project with a Soils representative?
	X		9.	Have you been over this project with a R/W representative?
			10.	Has a typical section of the following been platted on the location profile?
X				a. Roadbed Grading, with Surfacing.
X				b. Retaining Walls.
X				c. Slope Benching.
X				d. Hand Placed Slopes.
X				e. Rip Rap Work.
X				f. Irrigation Ditches.
X				g. Special Drainage Ditches.
X				h. Channel Changes.
X				i. Flumes.
X				j. Sidewalks, Curbs and Gutters.
X				k. Tunnel (Drainage).
X			11.	Is relocation of a scale site necessary?
X			12.	Does this project involve construction of a frontage road?
X			13.	Will there be unusual difficulty in handling traffic during construction?
X			14.	Have all important alignment points been referenced?
X			15.	Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature D. W. Greene Locating Engineer

Address 1849½ Gradon Ave. Eugene, Oregon

HUNTER AVE. (CITY OF VENETA)
6th Street-Territorial Hwy.
Grading and Paving
Lane County
Prefix 320-1932

NARRATIVE REPORT

This project is funded as a part of the Safer Off-System Road Program under Title 23 of the U.S.C. entitled "Highways." The maximum allowable project cost is $ 75,000.00, 86% of which is to be federally funded. The remaining 14% is to be funded by the City of Veneta. An agreement entitled "Preliminary Engineering and Construction-Finance Agreement, Safer Off-System Roads Project" exists between the State of Oregon and the City of Veneta (Misc. Contracts and Agreements # 6417).

Hunter Ave., an existing Veneta city street, is partially asphalt surfaced and partially gravel surfaced and is in poor condition. This project consists of Grading and Paving that section of Hunter Ave. between Sixth Street and First Street (Territorial Highway # 200). Within this approximately 1500 ft. long and 28 ft. wide section, 3½ inches of asphaltic concrete and 10 inches of aggregate base are to be placed. The project also includes the paving of four side street approaches and thirteen driveway approaches, adjusting six sewer manholes, constructing three inlets and extending culvert pipe.

City changed Pri Facie Appr Request Is 30'

Material's Source:

It is recommended that commercial materials be used on this project. Approximately 1,000 tons of Asphaltic Concrete and 2,700 tons of Aggregate Base are required.

Soil and Structural Section:

No preliminary Soils and Material report or Structural Section Design Studies were made for this project. The State has graded and paved other streets in the same area of the City of Veneta in the past ten years and the Structural Section design of this project is based on these past project designs.

Storm Drains:

This project includes drainage construction to adjust or extend the existing system out of the paving and grading area. Some of the drainage problems involved in this project and their proposed solutions follow: At the northeast corner of Sixth St. and Hunter Ave. there are 4-12" culvert pipes, two with a common headwall, draining into a hole adjacent to the roadway at Sixth St. I propose constructing a Type G-1 inlet and connecting the above culvert pipes to the same to eliminate this hazard. An existing 12" culvert pipe on the southeast corner of Sixth St. and Hunter Ave will be extended outside the 20' paving radius. The existing drainage system on the North side of Hunter Ave. between the northeast corner of Fifth St and Sixth St. has a junction box at the end of the driveway at Sta. 10+86 Lt., this will be replaced with a Type "B" inlet. At Fifth St. the existing 12" culvert pipe will be extended out of the pavement area. At Fourth St. the existing 12" culvert pipe across Hunter Ave. will be extended out of the pavement area. The existing 12" culvert pipe across Fourth St. which is partially exposed above ground will be removed and a new 12" culvert pipe installed at a location north of the existing pipe. Two existing 6" culvert pipes not functioning at this time across driveways at stations 17+20 and 17+50 lt. will be removed and not replaced as drainage will be possible over the new approaches. The existing 12" culvert pipe on the west side of First St. (Territorial Hwy.) across Hunter ave. is nonfunctional because it is buried and will be replaced. This problem has occured because there is no culvert pipe across a driveway down stream from the existing pipe, a pipe will be placed across this approach and the ditch deepened to provide drainage.

Right of Way;

No new right of way is required for this project. Existing right of way for Hunter Ave. is 40' in width, but contact with the property owners

will be made before Clearing and Grubbing to give them an opportunity to move their fences and other items in the right of way and construction area. Grading and paving of thirteen driveway approaches could require encroachment on private property.

Utilities:

Sanitary Sewer - City of Veneta owner

There is a 15" sanitary sewer on this project with six manholes to be adjusted. The sewer is between 12' and 18' deep and is shown on the detail map and location profile.

Water Lines - City of Veneta -Owner

There is an 8" ACP water main approximately 10' south of the center line and 2½ to 3 feet deep with service connections crossing under Hunter Ave. There are two fire hydrants to be relocated out of the paving area, seven water valves to be adjusted and nine water meters to be relocated or adjusted.

Power and Light - Pacific Power and Light Co. and Lane Electric Cooperative -owners

There are both underground and overhead lines on the project. The underground lines have not been located on the ground or on the Detail Map. In a telephone conversation with P.P.&L. I confirmed the existence of under ground lines in the area of the project, and was told that at or near the time of construction a representative would locate them for us. The power and light poles have been plotted on the Detail Map. There are no known conflicts between the power and light poles and this project, adjustment of guy wires will be necessary. There may be some poles in unsafe locations.

Telephone - Pacific Northwest Bell owner

There are both underground and overhead lines in the project area. The telephone company has not located their underground lines of the ground for us. In a telephone conversation with them I was told that their lines are being laid so fast that their plans are not up to date, but that at

or near the time of construction a representative would locate them for us. There are telephone risers shown on the Detail Map and a common conduit about 30 inches deep carrying telephone, T V cable, and power lines on the west side of Fifth St. crossing Hunter Ave.

Television Cable Service - Lane County Cablevision, Inc. owner

In a telephone conversation with the company I was told the only underground T V cable in the area is the one previously mentioned in the common conduit with the telephone and power lines, on the west side of Fifth St. The conduit was placed by the power company and is approximately 30" deep.

Natural Gas

In a telephone conversation to Northwest Natural Gas I confirmed there is no natural gas service in the City of Veneta.

The cost estimate for this project was $ 94,750 and the maximum allowable project cost under the Title 23 is $ 75,000. In a telephone conversation with Mayor Dick Gutman of the City of Veneta the Mayor indicated that the City of Veneta would have the additional funds to construct this project.

There will be approximately 2,000 C.Y. of General Excavation to be disposed of by the contractor in a manner satisfactory to the City of Veneta and the project engineer.

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 2

Date 10-30-78

Section Hunter Ave (City of Veneta) County Lane

Kind Of Work Grading & Paving Length Name D.W. Greene

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization 8%		Lump Sum			5850 00
	Temporary Protection & Direction of traffic 3%		Lump Sum			2130 00
	Flagmen		hrs	100	19 00	1900 00
	Clearing & Grubbing		Lump Sum		1000 00	1000 00
	Removal of Structures & Obstructions		Lump Sum		1000 00	1000 00
	General Excavation		~~Lump Sum~~ ~~Cu. yd.~~	All ~~2000~~	8,000 ~~4 00~~	8000 00
	Ditch Excavation		Cu. yd.	15	15 00	75 00
	Trench Excavation		Cu. yd.	30	15 00	450 00
	Aggregate Base		~~Sq. Yd.~~ ~~Ton~~	4,667 ~~3,250~~	5.57 ~~8 00~~	26,000 00
	Commercial Mix (¾"-0) ~~Class B Asphalt Concrete Mixture~~		~~Sq. Yd.~~ Ton	4,667 ~~1020~~	~~4.37~~ ~~20 00~~	20,400 00
	Asphalt cement in mixture 6%		ton	67	100 00	6,000 00
	10" Culvert Pipe		Lin. ft.	12	10 50	1200 00
	12" Culvert Pipe		Lin. ft.	190	13 50	2530 50

(10)

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of 2

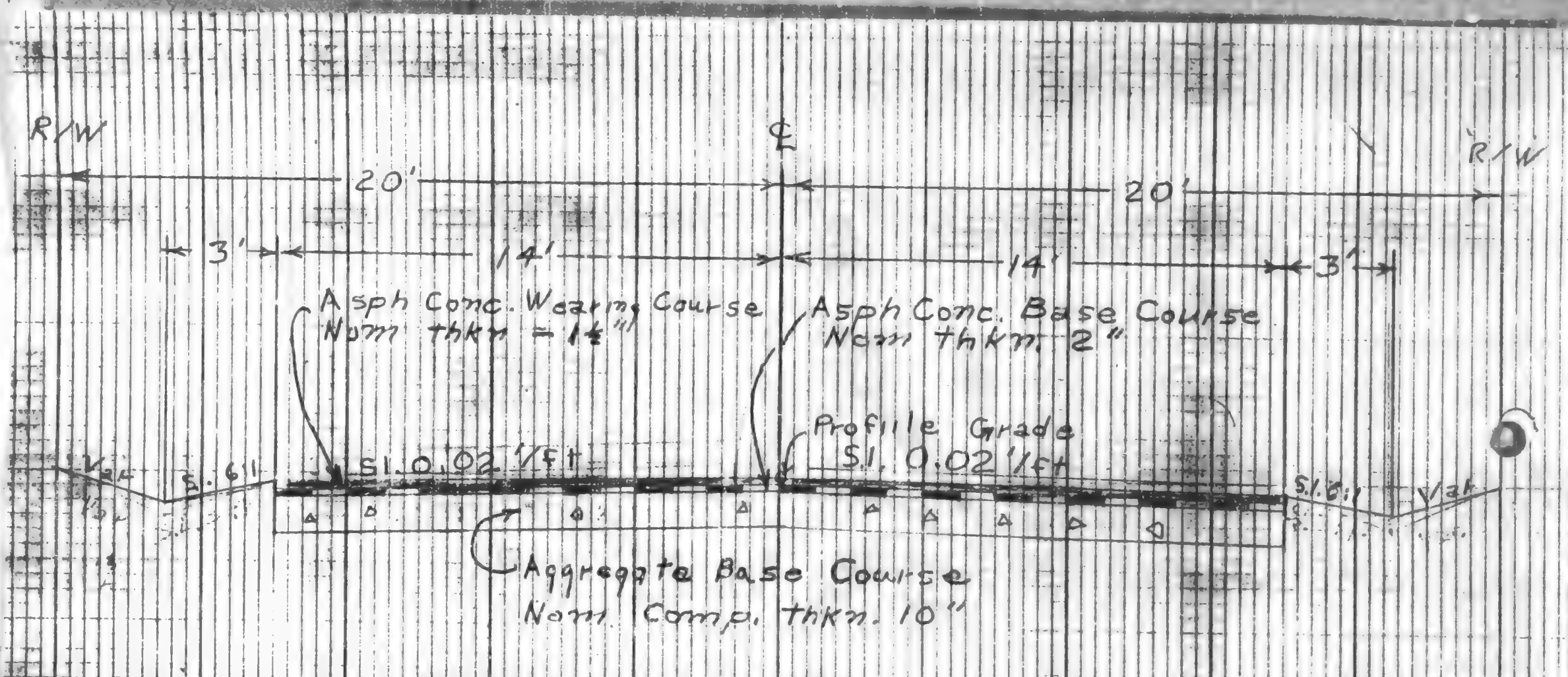
Date 10-30-78

Section Hunter Ave. (City of Venetz) County Lane

Kind Of Work Grading & Paving Length Name D.W. Greene

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Inlet type "B"		each	1	1550.00	550.00
	Concrete Inlet type "G I"		each	1	550.00	550.00
	Extra for Asphalt Approaches		each	13	125.00	1625.00
	Adjust Manhole		each	6	150.00	700.00
						78,950.00
	Engr. & Cont. 20%					15,800.00
						94,750.00

(11)



TYPICAL SECTION
HUNTER AVE

Scale 1" + 1½ = 7'
½" = 10'

10-25-78
R/W Map #'s

9044

OREGON STATE HIGHWAY DIVISION

Form 81-224-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Veneta
City Council
City Hall
Veneta, Oregon 97487

Attention of Mrs. Doris T. Duffield
City Recorder

Request No. (assigned by staff engineer or head of section) CC 1861

Date Aug 1, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: PE Advance Deposit $700.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$200.00	
		To be transferred to State Highway funds for the PE for the 6th Street - Territorial Highway Section SOS - 2002 (1)		$500.00
		Covered by agreement # 6417		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 700.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 320-1932

Submitted by: Harold Reybolson
Harold Reybolson

Approved:
Regional Engineer

Approved: G. W. Wimer
G. W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the

9044

Date: July 10, 1978

City of Veneta
City Council
City Hall
Veneta, OR 97487

Attn: Mrs. Doris T. Duffield
City Recorder

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the 6th St.-Territorial Hwy. Section. Project #SOS-2002(1).

Financial sharing of the preliminary engineering is:

Total P.E.	$4,900.00
Federal Funds	4,200.00
Balance	$ 700.00
Local Share:	$ 700.00

Rec'd 7/21/78
Told Region

Please make your check in the amount of $700.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

S. W. Miner
Local Government Manager

MR:ew

bc w/AD#___: Vern Skoog - Please return completed AD#467 when check is received.
Region 2 Federal Aid Engineer, Phil Stearns

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-7-78

FEDERAL AID PROJECT NO.
SOS-2002(1)

STATE PROJECT NO.
See below

COUNTY NAME
Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80319

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7/7/78	7/7/78	Non-Federal-aid	City Street

GENERAL LOCATION:

6th St.-Territorial Hwy (Veneta) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, grade and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including utility preparatory work
  TEC NTE $4,900, FF $4,200
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 6/23/78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $75,000, federal funds $60,300 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved 5/13/70, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

NOTED KLABOE Swan 7-11

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7/7/78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9044

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 23, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80319
Project No. SOS-2002(1)
6th Street-Territorial Hwy. (Veneta) Section
Lane County

Attached data consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work at an extimated total cost of $4,900 with an obligation of $4,200 in federal funds.

2) Authorization for construction at an estimated total cost of $75,000 with an obligation of $60,300 in federal funds.

DRH:dmc
Att.
cc: A. Shirley, Region 3
H. Reynoldson

AD 467

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

June 23, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65	ADT	PRESENT 250	FUTURE 400 (66)–(70)	YEAR 98 (71)–(72)	REGION 10	STATE NAME Oregon		
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* PE, Gr, Dr, H-T Pave 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AREA (69)–(70)	TX CLASSIF. (70)–(71)	DA AREA (71)–(72)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(76)	PROJECT NUMBER PREFIX LETTER(S) SOS- (14)–(22)	NUMBER 2002 (7)
CARD 4	CLASS OF FEDERAL FUNDS Safer Off-System Road						COUNTY NAME Lane			COO 0 (14)
	NAME OF URBAN AREA 17-31 --						ROUTE NO. N	FEDERAL-AID Non (32)	STATE City St.* (36)–(37)	U.S. --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	1	(14-15)	(16–41)	42	43–46	53		(54)–(58)	(59)–(66)	(67)–(76)		
5					PE		"6th St.-Territorial Hwy. (Veneta) Section"	0.27	4,900	4,200		700 (City)
5					ROW							
5					CONST (CODE) 6201			0.27	75,000	60,300		14,700 (City)
							PROJECT TOTALS	0.27	79,900	64,500		15,400 (City)

CARD 1	CODE 1	PREPARED BY DRH
1	14	PROGRAM APPROVAL DATES

(18) (23)(24) (33) REMARKS

* Hunter Ave.

7/7/78

-OV-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 23, 1978

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	250	400	98	10	Oregon	41	680	80319

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
H-T Pave								SOS-	2002	(1)		

NOS	COUNTY NAME	CODE	PROGRAM STAGE
stem Road	Lane	039	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
N	Non	City St.*	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE			0.27	4,900	4,200		700 (City)	
ROW								
CONST (CODE) 6201		"6th St.-Territorial Hwy. (Veneta) Section"	0.27	75,000	60,300		14,700 (City)	ROW-40'; Access Control-None; Parking Restriction-None
		PROJECT TOTALS	0.27	79,900	64,500		15,400 (City)	

BY DRH

APPROVAL DATES

7/7/78

REMARKS

* Hunter Ave.

-over-

USCOMM DUSCOMM-DC 48908-P61

6th Street-Territorial Hwy. (Veneta)
Project No. SOS-2002(1)

Existing Facility: Two lane gravelled surfaced 20 ft. wide.

NOTE: 1) This
2) Incl
Syst

Adjacent Sections:
East End -- Jct. with the Territorial Highway.
West End -- Same as existing.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including utility preparatory work.
2) Grade, drain, high-type pavement necessary to provide 2-11 ft. travel lanes with 4-ft. paved shoulders on existing alignment and incidental work common to this type of project. Adjustment of utilities as required.

System Action, Airports, Railroads, Water Developments, Recreational and Historical Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on June 6, 1978.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-5 Requirements:
a) Public Hearings -- None required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Control of Utilities: The State has the legal authority to control the use by utilities of the right-of-way on this project. A State-City agreement to comply with paragraph 6d(1) of PPM 30-4.1 was executed on Feb. 27, 1978.

Maintenance: A State-City agreement was executed on February 27, 1978 to comply with Section 116, Title 23 U.S.C.

de.

NOTE: 1) This project is in Congressional District No. 4.
2) Included in FY '78 Annual Program under "Statewide Safer Off-System Roads".

llowing:
preparatory

e 2-11 ft.
alignment
Adjustment

Recreational and

red in by FHWA

working agreements.

Plan.
this project.

to control the use
te-City agreement
d on Feb. 27, 1978.

ruary 27, 1978 to

Form FHWA 121 (Rev. 8-73) 9044

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: June 6, 1978

In reply refer to: HFO.3-OR

SUBJECT: Oregon Project SOS-0000(-)
6th Street-Territorial Highway
Hunter Avenue (Veneta)
Project Assessment
Lane County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Manager, Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

I concur with the project assessment submitted with Mr. Moehring's April 12 letter.

The proposed project constitutes a nonmajor action. We also concur with your traffic noise analysis.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P. V. Reale
G. L. Green for

cc:
ODOT (Moehring)
ODOT (Region 3)(Env.)

RECEIVED
TECHNICAL SERVICES
JUN 9 '78
REFER TO
Potter
FOR
Info | Inves. | R/D | D/R | Lien | Pet | ...

9044

2

March 10, 1978

City of Veneta
City Hall
Veneta, OR 97487

Attention: Laurene Dunn
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6417

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of the 6th Street-Territorial Highway Section of Hunter Avenue in Veneta.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cwh
Attachment

bc Don Harwald (Agreement attached)

Form E-30 (Rev. 8-71)

9044

50S0018

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

RECEIVED
JUL 12 1978
ACCTG. CONTROL

Section 6th Street-Territorial Hwy. (Veneta)

Highway City Street (Off-System) Hunter Ave.

County Lane

Date December 19, 1977

Authorization No. 1

Survey Prefix 320-1932
(Assigned by Salem office)

Description of termini, route, length, etc.:

From 6th Street to the Territorial Highway.

Length 0.3 mile

Purpose of survey: To prepare plans, specifications and estimates for a project to upgrade an existing street.

30S-2002(1)
7-7-78

Estimate of cost:

Field	901	3,000
Plans	905	1,000
Soils	910	500
Utilities	914	100
Specifications	921	300

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey 4,900

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

D. W. Greene
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Perpin
Location Engineer

Approved:

Tech. Serv. Engr.

AP*21804-734

V M B

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-R Fund Allocation
Proposed Safer Off-System Roads Projects

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-R projects. These projects are divided into three groups and are summarized as follows:

GROUP I-PORTLAND URBANIZED AREAS

Nine requests totaling $395,900 have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $250,500, Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $75,000 project.

GROUP II-CITIES UNDER 50,000 POPULATION

Requests totaling $672,000 have been received for projects in eight cities. Cave Junction's request is for a $75,000 project, Depoe Bay - $75,000, Florence - $75,000, Hermiston - $170,000, Rainier - $50,000, Roque River - $114,000, Sweet Home - $38,000, and Veneta - $75,000.

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County - $251,000, Columbia County - $250,000, Douglas County - $270,000, Harney County - $103,000, Klamath County - $165,000, Morrow County - $102,000, and Union County - $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. M. Williams
W. E. Schwartz
D. N. Harwell
George Bell

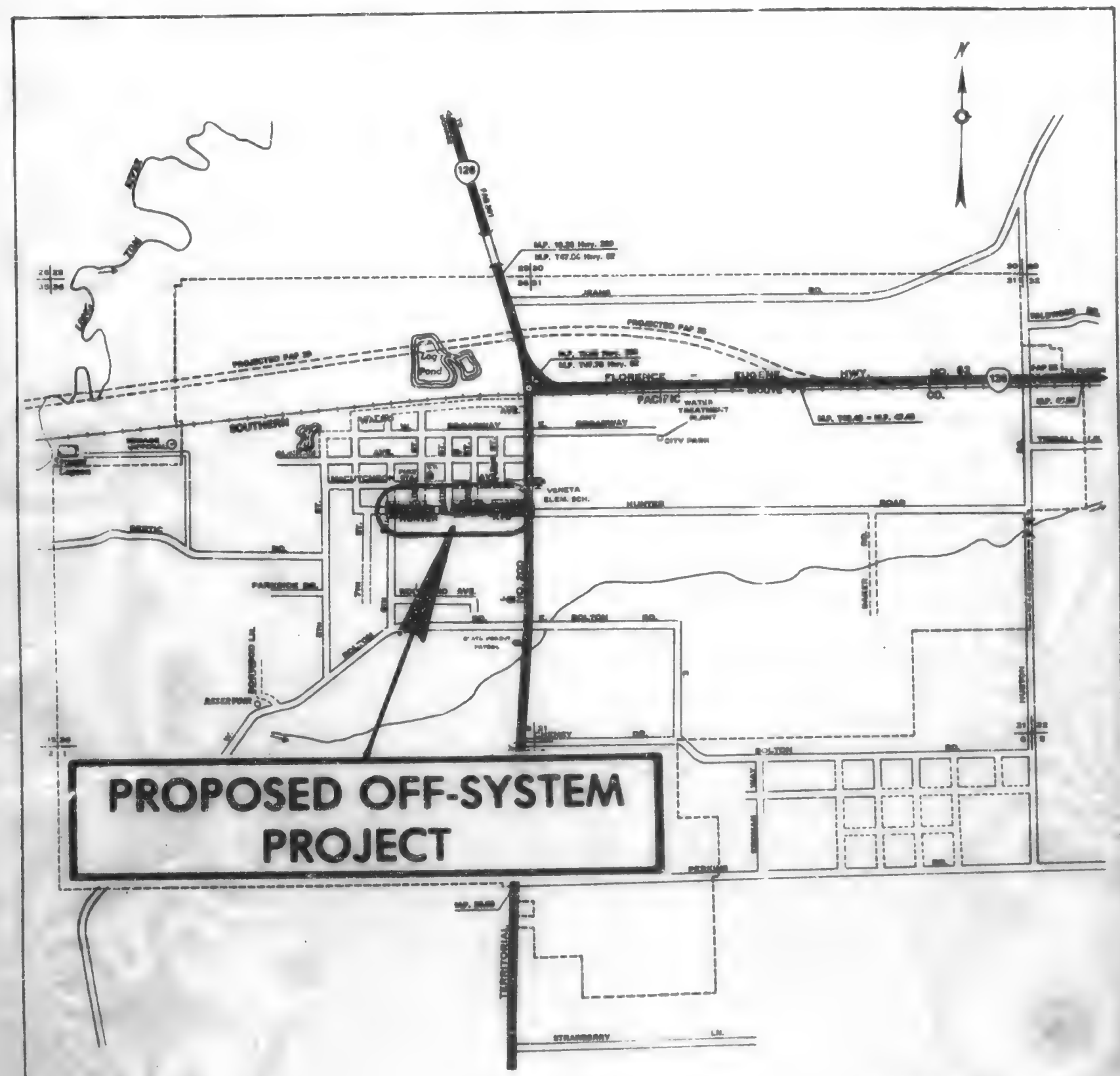
CITY OF VENETA
Proposed Off-System Project

6th Street - Territorial Highway (Veneta) Section
Hunter Avenue
Grade, Pave, Sign and Stripe
0.27 mile
$75,000

This project consists of reconstructing Hunter Avenue to a two-lane section within existing right-of-way between 6th Street and the Territorial Highway.

State will perform the preliminary and constructing engineering.

77-b
12/1/77



T 17-18 S R 6-6 W W.M.

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CH CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

VENETA

LANE COUNTY, OREGON

PREPARED BY THE

IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,730

Scale in Feet

Revised November 1973

9041

505

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [redacted]

November 23, 1977

Hon. Richard Gutman
Mayor of the City of Veneta
City of Veneta
City Hall
Veneta, OR 97487

Dear Mayor Gutman:

This is to advise that your application dated April 22, 1976, requesting a federal-aid Safer Off-System roads program project on Hunter Avenue is now being considered for funding. No further action on you part is necessary to advance this project at this time.

The program guidelines have not changed. The maximum project is still $75,000. The federal portion being 86% and the required local match 14%. If the project exceeds the $75,000 then amount in excess of $75,000 would be a city responsibility 100%. You have asked that the state perform the engineering and whe the Federal Highway Administration approved the preliminary engineering phase Mr. Doug Greene, Resident Engineer, 1849 1/2 Garden Avenue, Eugene, OR 97403, phone: 686-7610, will be assigned the project.

If you have any further questions please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
Bill Anhorn
Doug Greene

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
NOV 25 1977
TAA _____ File: PM FA
LG OP

90414

Moehring
OFF SYSTEM

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

PRO 6

672-6658
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-8541~~

Mr. Richard Gutman, Mayor
City of Veneta
City Hall
Veneta, OR 97487

July 22, 1977

Dear Mr. Gutman:

This office was advised that you had contacted our Eugene office 7-21-77, requesting a status report on your Hunter Avenue Safer Off-System Road Program Project.

The Federal Congress did fund this program in late May and Oregon was advised by teletype June 10, 1977, that $3,575.676. was available for Oregon projects for fiscal year 1977. The Federal/Local match ratio was to be 86%/14%.

The State of Oregon had a waiting list of projects. Your project was number 21 on that list. The monies allocated to Oregon funded the first 14 projects on the list.

It is anticiapted that a like amount will be allocated next year at this time for FY78. Your project will then be funded.

Sorry, your project can not be funded sooner. If you have any further questions, please contact this office.

Sincerely,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd

cc: D.H. Moehring
Bill Anhorn
John Scofield

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☑ OPE ☐
JUL 25 1977
File: PM FA
TAA George LG OP
Can we oblige last paragraph? next to

9044

Rulien SOSR

Veneta

OREGON STATE HIGHWAY DIVISION

REGION 3

PRO 6

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

Mr. Richard Gutman, Mayor
City of Veneta
City Hall
Veneta, OR 97487

September 24, 1976

RECEIVED
COUNTY & CITY SECTION
SEP 27 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☒ CE ☑ RE ☐ RPE ☐

Dear Mr. Gutman:

This will acknowledge your letter of September 23, 1976, requesting that the preliminary and construction engineering on your Safer Off-System Roads Program Project on Hunter Ave. be accomplished by state forces.

Mr. Eb Engelmann, Region Environmentalist, reviewed the project in the field on Monday, September 20, 1976, and is preparing an Environmental Assessment on your behalf. When he submits a draft to our Salem Office, he will provide you a copy.

As to your request for the Highway Division to provide the engineering, this will be possible due to a very recent policy change. The cost of such engineering will be charged to the overall project.

Congress must yet to enact an appropriations bill to fund the Safer Off-System Roads Program from federal general funds. This was anticipated by October 1, 1976, but now may not occur until after the first of the year.

When this does occur, you will be asked to sign an agreement and the Federal Highway Administration will be asked to approve the preliminary engineering phase. At that time, our engineering staff will commence work.

As you can see, this will probably be next spring. Several months will be required to complete that phase. It may not be possible for the construction to occur during the 1977 construction season.

When additional information is available, you will be advised.

PROJECT MANAGEMENT
SEP 27 76
REVIEW
Draft
POR
Hold | Investigate | R/D | Action | File | Letter | Memo

ROSEBURG REGION
RECEIVED
SEP 24 1976
RE | RME | RCE | ROE | TE
RUE | DES | RSR | FILE |
ENV | FAE | RSI |

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

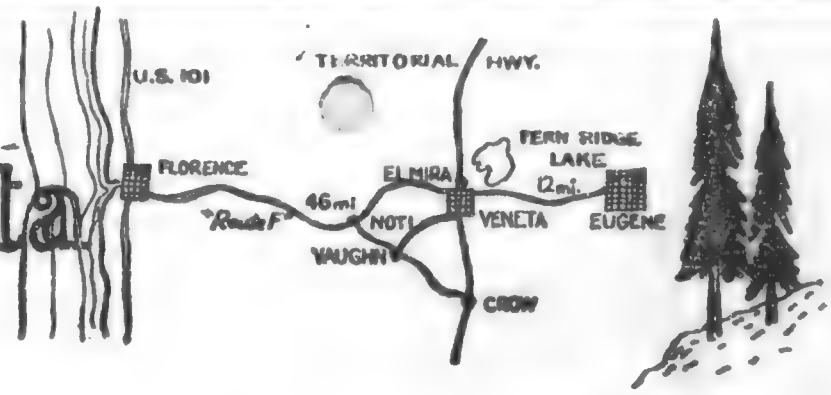
By GLEN L. CLARK
Regional Federal-Aid Engineer

cc: L.W. Rulien, B. Anhorn, J. Scofield

City of Veneta

INCORPORATED 1962

Veneta, Oregon 97487



September 23, 1976

Mr. Glen L. Clark
Regional Federal Aid Engineer
Oregon State Highway Div. Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

We would like to have the State Engineer do the engineering on the proposed improvements on Hunter Ave., Off System Program.

Sincerely,

Richard Gutman

Richard Gutman
Mayor
CITY OF VENETA

RG:vh

9044

Bulletin OSR
Veneta

SOS-2002( )

OREGON STATE HIGHWAY DIVISION

REGION 3

PRO 6

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

August 30, 1976

Ms. Doris T. Duffield
City of Veneta Recorder
P.O. Box 458
Veneta, OR 97487

Dear Ms. Duffield:

This will acknowledge your letter of August 12, 1976, forwarding a revised Safer Off-System Roads Program application clarifying the City's original application of April 22, 1976.

As you know, this program is now being considered for funding as provided by the 1976 Federal Highway Act. Your project was on a waiting list and is being reconsidered at this time.

If approved, the City will be selecting a consultant to develop the project. This cost is eligible for federal funding as a part of the total project package of $75,000.

The local match has now been reduced for the State of Oregon from 22% to 14%. A copy of the Federal Directives concerning selection of a consultant are attached.

If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

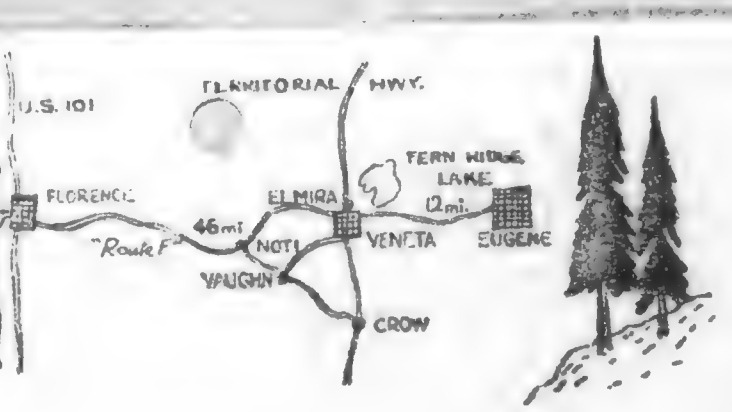
Encl.

cc: L.W. Rulien
Bill Anhorn
John Scofield

RECEIVED
COUNTY & CITY SECTION
SEP 9 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT ADMINISTRATOR
SEP -2 '76
REFER TO
Info Investigate R/W

City of Veneta
INCORPORATED 1962
Veneta, Oregon 97487
P. O. Box 458
935-3112



August 12, 1976

Mr. Glen L. Clark
Reginnal_Federal-Aid Engineer
Oregon S_ate Highway Division, Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Re: Hunter Ave. Project
Off-System Program

Dear Mr. Clark:

Enclosed herewith is City of Veneta application for Hunter Avenue Off-System program. This has been signed by Mayor Richard Cutman.

The City is very much interested in this project.

Very truly yours,
CITY OF VENETA

Doris T. Duffield

Doris T. Duffield
City Recorder

Encl

ENTERED ON STATUS RECORD

10-41

Rev. 10/29/75

OFF-SYSTEM ROADS
~~COUNTY ROAD~~ PROJECT REQUEST

Name of ~~County~~ City Veneta FAS No. ----- Date April 27, 1976
~~County~~ Road Name Hunter Ave.
Section Name Territorial Highway to 6th Street
Type of Project Grading and Paving
Location of Project (Attach sketch map) LENGTH 1440'
ADT 250 Design Speed 25 MPH

Is this request for ~~county~~ city bridge design only? Yes ____ No N/A
~~County~~ City FAS bridge design? Yes ____ No N/A
Will ~~County~~ City hire consultant for this project? Yes X No ____

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type Asphaltic Concrete
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width 22'

2. Shoulders: Type Asphaltic Concrete
(AC, Pug Cold Mix, Oil Mat)
Width Each Side 4 feet Total Top Width 30'

3. Grading and Drainage:
By County ____ County Date of Completion ____ By Contract X

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract X
Has base design been given to County? Yes ____ No X
Will it be furnished? Yes X No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract X

6. Binder Course:
By County ____ County Date of Completion ____ By Contract X

7. Traveled Surface and Shoulders:
By County ____ County Date of Completion ____ By Contract X

8. Clearing:
By County ____ County Date of Completion ____ By Contract X

9. Curbs:
Curbs Required? Yes ____ No X
Type Desired ____
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs N/A

RECEIVED
COUNTY & CITY SECTION
SEP - 2 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ BE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes_____ No X
If answer is No, which of the following applies? 1/
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No X

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No_____

14. Will County adjust structure to additional width? Yes_____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No X

17. Does County wish sight posts installed? Yes_____ No X

18. Does County wish State to permanently stripe project? Yes X No_____

19. Will County do striping? Yes_____ No X

20. Does County wish guardrail installed? Yes_____ No X
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_____
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No X

23. Can through traffic be detoured? Yes X No_____

24. Must new detour be constructed? Yes_____ No X

1/ The project is being constructed within the existing 40' Right of Way. Drainage and utilities preclude construction of sidewalks.

25. Will detour be constructed and maintained by County? Yes_____ No X

26. Will detour be constructed & maintained by Contractor? Yes_____ No X

27. Will County sign project outside work area during construction? Yes_____ No X

28. Will Contractor sign project outside work area during construction? Yes X No_____

29. Should contract provide for permanent signing? Yes_____ No X

30. Should State do permanent signing? Yes_____ No X

31. Will traffic signals be required? Yes_____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain_____

33. Existing facility - Total top width _____
Travelway width and surface _____, _____
Shoulder width and surface _____, _____

Remarks re Section I:_____

N/A

II. BRIDGE PROJECT DATA

1. Name of river or stream_____

2. Name of bridge_____

3a. Dimensions of existing bridge. Length_____Roadway Width_____Type_____
b. Dimensions of existing approaches. Type_____Width_____Shoulders_____

4. Type of design and material used in existing bridge._____

5. Location (please attach map with location marked):_____
Section_____Township_____Range_____W.M.

6. Desired width of proposed bridge_____Approx. length_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No_____
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes_____ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No_____
Explain_____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes_____ No_____

11. Will County close road during construction? Yes_____ No_____

12. Can presently established road be used as detour? Yes_____ No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County: Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction? Yes_____ No_____

17. Will Contractor sign project outside work area during construction? Yes_____ No_____

18. Approaches or Connections: By County? Yes_____ No_____
By Contractor? Yes_____ No_____
Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes_____ No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County_____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed? Yes_____ No_____

25. Does County wish complete job of illumination in project? Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain:_____

_____

_____

28. Existing roadway on either side of bridge:

N or E Side - Travelway surface and width _____, _____

Shoulder surface and width _____, _____

S or W Side - Travelway surface and width _____, _____

Shoulder surface and width _____, _____

Remarks re Section II:_____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

By State? Yes_____ No_____

By Consultant? Yes_____ No_____

By County? Yes_____ No_____

(NOTE: a. If project is cancelled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes_____ No X

3. Construction plans and specifications to be prepared:

By State? Yes_____ No X

By Consultant? Yes X No_____

By County? Yes_____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes X No_____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No X

(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III:_____

_____

_____

_____

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 40' Minimum 40'

2. Is any additional right of way needed? Yes_____ No X
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes_____ No N/A

4. Should State negotiate and acquire right of way in behalf of County? Yes_____ No N/A

5. Should State prepare options? Yes_____ No N/A

6. Should material source site be included in right-of-way descriptions? Yes_____ No N/A

7. Is there any merchantable timber on right of way? Yes_____ No N/A

8. Will timber be reserved for owner? Yes_____ No N/A
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No N/A

10. Is a hearing necessary? Yes_____ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes X No_____
If yes, give type and name of utility company: City of Veneta Water & Sewer, City Electric, P P & L, PNWR, Lane Co. Cablevision

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No_____
If yes, give type and name of utility company: Same as Above

13. Are utilities on existing right of way by permit_____ or by franchise X
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes_____ No X
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad N/A

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance:_____(Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade____ Overcrossing____ Undercrossing_____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop Signs_____
Crossbucks_____ Automatic bell_____ Gates_____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes X No_____
By ~~County~~ City? Yes X No_____
By State at County expense? Yes_____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes X No_____
By County? Yes_____ No X
By State at County expense? Yes X No_____

28. Does County wish State to prepare P.U.C. hearing date? Yes_____ No X

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X

Remarks re Section IV:_____
_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel_____ Quarry_____ Cinders_____
2. Owner: County_____ State_____ Private_____ Other_____

3. Location:_____ Section_____ Township_____ Range_____W.M.

4. If County lease, what are royalty payments?_____

5. Materials furnished by County: Borrow_____ Select Topping_____
   Base Course_____ Level Course_____ Mineral Aggregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V: All materials will be supplied by private contractor.

VI. FINANCIAL DATA

1. Estimated Cost: $ 75,000

2. Available FAS Funds $ N/A

3. Does County wish advancement of future Federal funds? Yes N/A No_____
   Amount_____

4. Date match money is available When Requested

5. Will there be any 100% County money? Yes_____ No X

6. Maximum amount of 100% County money available: $_____

7. Date County request letting: As soon as possible.

Remarks re Section VI:_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement _____ Office
2. Environmental _____ Office
3. Public Hearing _____ Office

Remarks re Section VII: None anticipated

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None

This application is the express desire of the ~~County~~ City.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

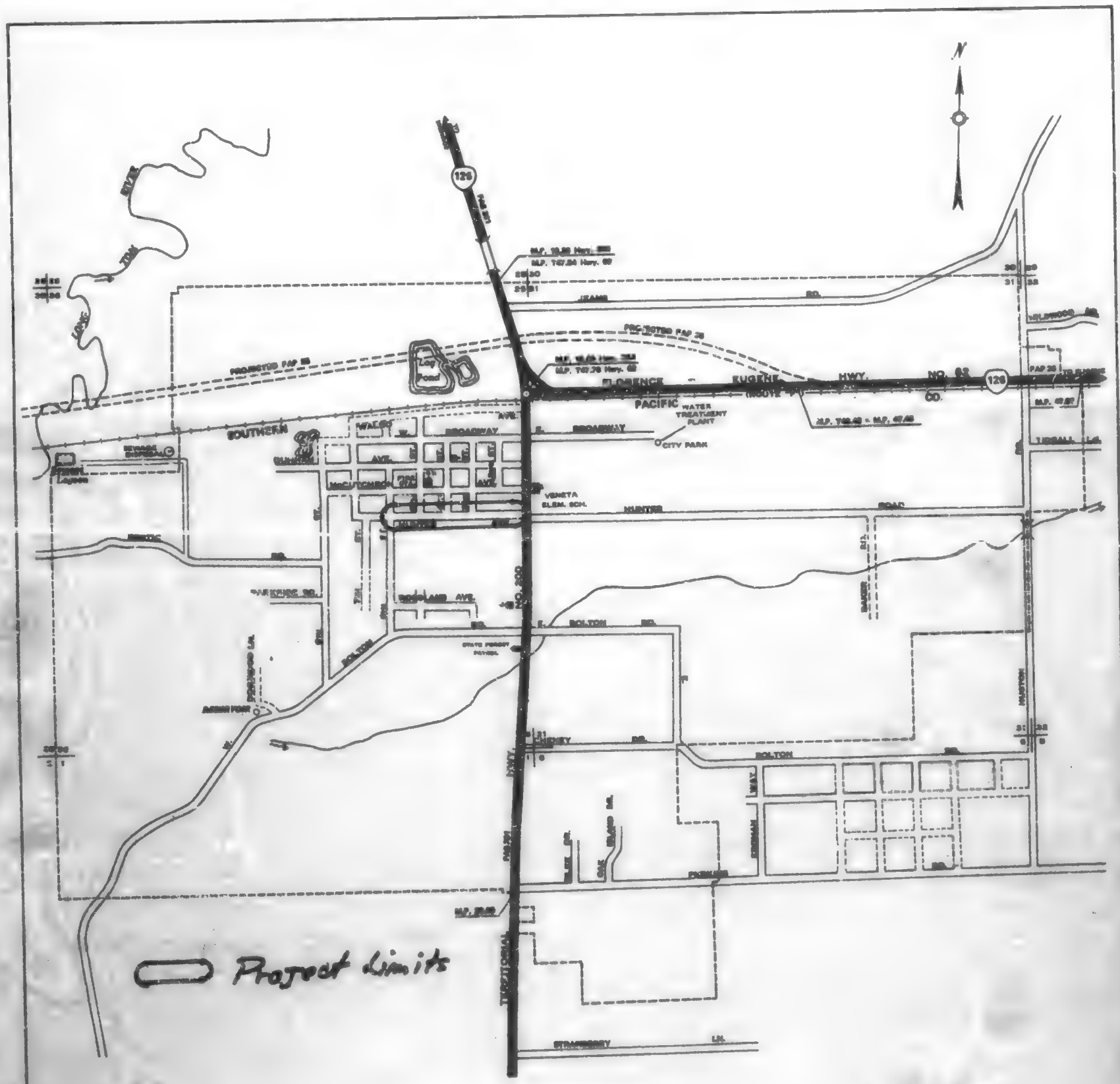
By _____
County Commissioner

By _____
County Engineer of Roadmaster

County _____

Date _____

Richard Gutman, Mayor
City of Veneta



T 17-18 S R 5-6 W W.M.

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

POST OFFICE		PUBLIC BLDG.	
SCHOOL		CITY HALL	CH
CITY CENTER	CC	COURT HOUSE	CT
R.R. DEPOT		ARMORY	A
CITY LIMITS		LIBRARY	L

VENETA

LANE COUNTY, OREGON

PREPARED BY THE OREGON STATE HIGHWAY DIVISION IN COOPERATION WITH U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

Population 1,730

Scale in Feet

Revised November 1973

9044

RECEIVED
COUNTY & CITY SECTION
MAY 14 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

* ~~COUNTY~~ CITY ROAD FAS-C PROJECT REQUEST

Name of ~~County~~ City Veneta FAS No. Off System Date April 22, 1976

~~County~~ City Road Name Hunter Ave., 4th St., 5th St., 6th St., 7th St. and Dunham Avenue

Section Name

Type of Project Paving

Location of Project (Attach sketch map)

ADT 100 to 400 Design Speed 25 MPH

Is this request for ~~county~~ City bridge design only? Yes ____ No X

Will ~~County~~ City hire consultant for this project? Yes ____ No X

~~County~~ City FAS bridge design? Yes ____ No X

(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC - 3" (AC, Pug Cold Mix, Penetration Mat) Total Travel Width 22'

2. Shoulders: Type Gravel (AC, Pug Cold Mix, Oil Mat) Width Each Side 4' Total Top Width 30'

3. Grading & Drainage:
   By ~~County~~ City ____ ~~County~~ City Date of Completion ____ By Contract X

4. Bottom Base Course:
   By ~~County~~ City ____ ~~County~~ City Date of Completion ____ By Contract X
   Has base design been given to ~~County~~ City? Yes ____ No X
   Will it be furnished? Yes ____ No X

5. Leveling Course:
   By ~~County~~ City ____ ~~County~~ City Date of Completion ____ By Contract X

6. Binder Course:
   By ~~County~~ City ____ ~~County~~ City Date of Completion ____ By Contract X

7. Traveled Surface & Shoulders:
   By ~~County~~ City ____ ~~County~~ City Date of Completion ____ By Contract X

8. Clearing:
   By ~~County~~ City ____ ~~County~~ City Date of Completion ____ By Contract N/A

9. Curbs:
   Curbs Required? Yes ____ No X
   Type Desired (rolled, exposure, monolithic, special ~~county~~ city standard, etc.)

   Width between curbs ____

*Note: Where the word "county" appears, please insert the word "city".

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No X
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use X
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No X
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No X

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does ~~County~~ City wish rounding of cutbanks? Yes_____ No X

17. Does ~~County~~ City wish sight posts installed? Yes_____ No X

18. Does ~~County~~ City wish State to permanently stripe project? Yes_____ No X

19. Will ~~County~~ City do striping? Yes_____ No X

20. Does ~~County~~ City wish guardrail installed? Yes_____ No X
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does ~~County~~ City wish permanent erosion control? Yes_____ No X
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Could be for short periods
Yes_____ No X

23. Can through traffic be detoured? Yes X No_____

24. Must new detour be constructed? Yes_____ No X

25. Will detour be constructed and maintained by County? Yes_____No_____

26. Will detour be constructed & maintained by Contractor? Yes_____No_____

27. Will ~~County~~ City sign project outside work area during construction?
Yes_____No X

28. Will Contractor sign project outside work area during construction?
Yes X No_____

29. Should contract provide for permanent signing? Yes_____No X

30. Should State do permanent signing? Yes_____No X

31. Will traffic signals be required? Yes_____No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

This section is
Not applicable

1. Name of river or stream_____

2. Name of bridge_____

3. Dimensions of existing bridge. Length_____Roadway Width_____

4. Type of design and material used in existing bridge._____

5. Location (please attach map with location marked):_____
Section_____Township_____Range_____W.M.

6. Desired width of proposed bridge_____ Approx. length_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____No_____
Upstream_____Downstream_____Width_____

8. Does County wish a particular type of bridge design? Yes_____No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____No_____
Explain_____

10. Foundation Testing: By County? Yes_____No_____
By State? Yes_____No_____

11. Will County close road during construction? Yes_____No_____

12. Can presently established road be used as detour? Yes_____No_____

13. Must a new detour be constructed? Yes_____No_____

14. Will detour be constructed & maintained by County? Yes_____No_____

15. Will detour be constructed & maintained by Contractor? Yes_____No_____

16. Will County sign project outside work area during construction?
Yes_____No_____

17. Will Contractor sign project outside work area during construction?
Yes_____No_____

18. Approaches or Connections by County Yes_____No_____
by Contractor Yes_____No_____

Traveled surface: Type_____Width_____
Shoulder surface: Type_____Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure:
Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No_____

26. Does County wish complete job of illumination in project?
Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No N/A
   By Consultant? Yes_____ No_____ N/A
   By ~~County~~ City? Yes X No_____
   (NOTE: a. If project is cancelled, ~~County~~ City must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does ~~County~~ City have any survey data? Yes_____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes_____ No_____
   By Consultant? Yes_____ No_____
   By ~~County~~ City? Yes X No_____

4. Does ~~County~~ City desire center line to be permanently monumented as part of project? Yes X No_____

5. Does ~~County~~ City desire right-of-way to be permanently monumented as part of project? Yes_____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum 40'

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No____

4. Should State negotiate & acquire right-of-way in behalf of ~~County~~? City
   Yes____ No X

5. Should State prepare options? Yes____ No X

6. Should material source site be included in right-of-way descriptions?
   Yes____ No X

7. Is there any merchantable timber on right-of-way?
   Yes____ No X

8. Will timber be reserved for owner? Yes____ No____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No____

10. Is a hearing necessary? Yes____ No____
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
    If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
    If yes, give type and name of utility company: City of Veneta Water and sewer electricity - Pacific Power & Light & Lane Electric Cooperative; Pacific Northwest Bell; Lane County Cablevision

13. Are utilities on existing right-of-way by permit ____ or by franchise X
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
    If yes, give name of irrigation company or district_____
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No X
By ~~County~~ city Yes X No_____
By State at County expense? Yes_____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes X No_____
By ~~County~~ city Yes_____ No X
By State at ~~County~~ expense? Yes_____ No X
city city

28. Does ~~County~~ wish State to prepare P.U.C. hearing data? Yes X No_____
city

29. Will P.U.C. application be made by State X or ~~County~~_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: ~~County~~ city _____ State _____ Private _____ Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.H.

4. If ~~County~~ city lease, what are royalty payments? _____

5. Materials furnished by ~~County~~ city Borrow _____ Select Topping _____
Base Course _____ Level Course _____ Mineral Agregates _____
Location _____
Miscellaneous Items _____

Remarks re Section V All materials will be supplied by private contractor

VI. FINANCIAL DATA

1. Estimated Cost: $ 128,205

2. Available FAS Funds $ -0-

3. Does ~~County~~ city wish advancement of future Federal funds? Yes _____ No _____
Amount _____

4. Date match money is available 7-1-76

5. Will there be any 100% ~~County~~ city money? Yes _____ No _____

6. Maximum amount of 100% ~~County~~ city money available: $ _____

7. Date ~~County~~ City requests letting: as soon as funds are available

Remarks, re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the ~~County~~ city

This application is not complete without an attached exhibit showing location of project

By Richard Gutsman
~~County Judge or Comm. Chairman~~ Mayor

By _____
County Commissioner

By _____
County Commissioner

_____
O.S.H.D. Field Engineer

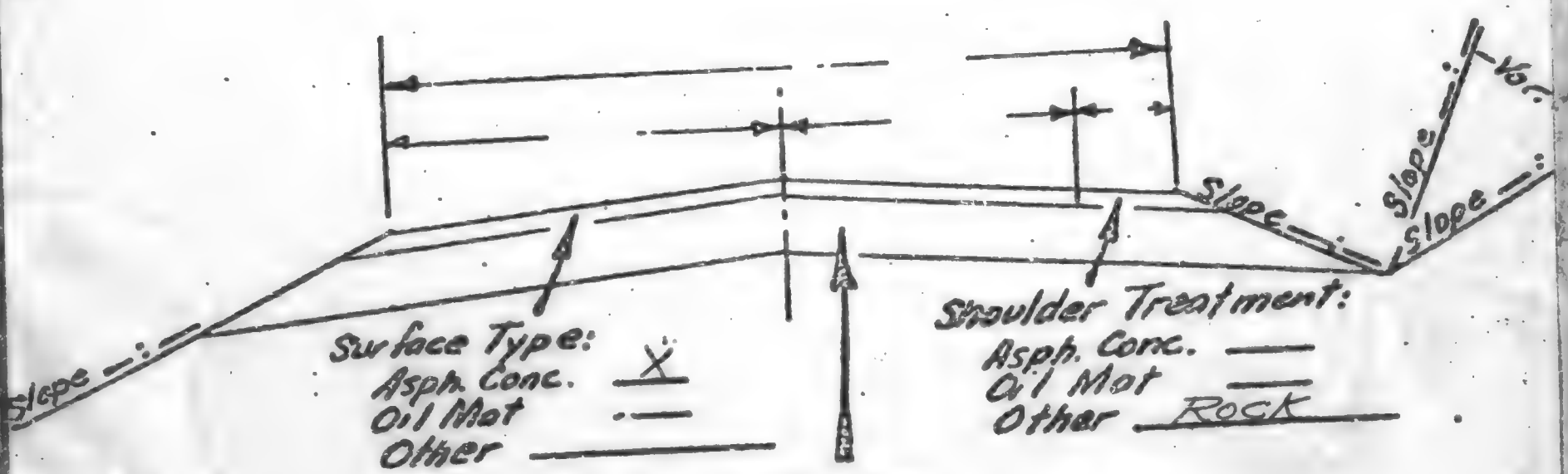
By _____
County Engineer or Roadmaster

Date _____

County _____

Date _____

TYPICAL SECTION



Surface Type:
Asph. Conc. X
Oil Mat —
Other —

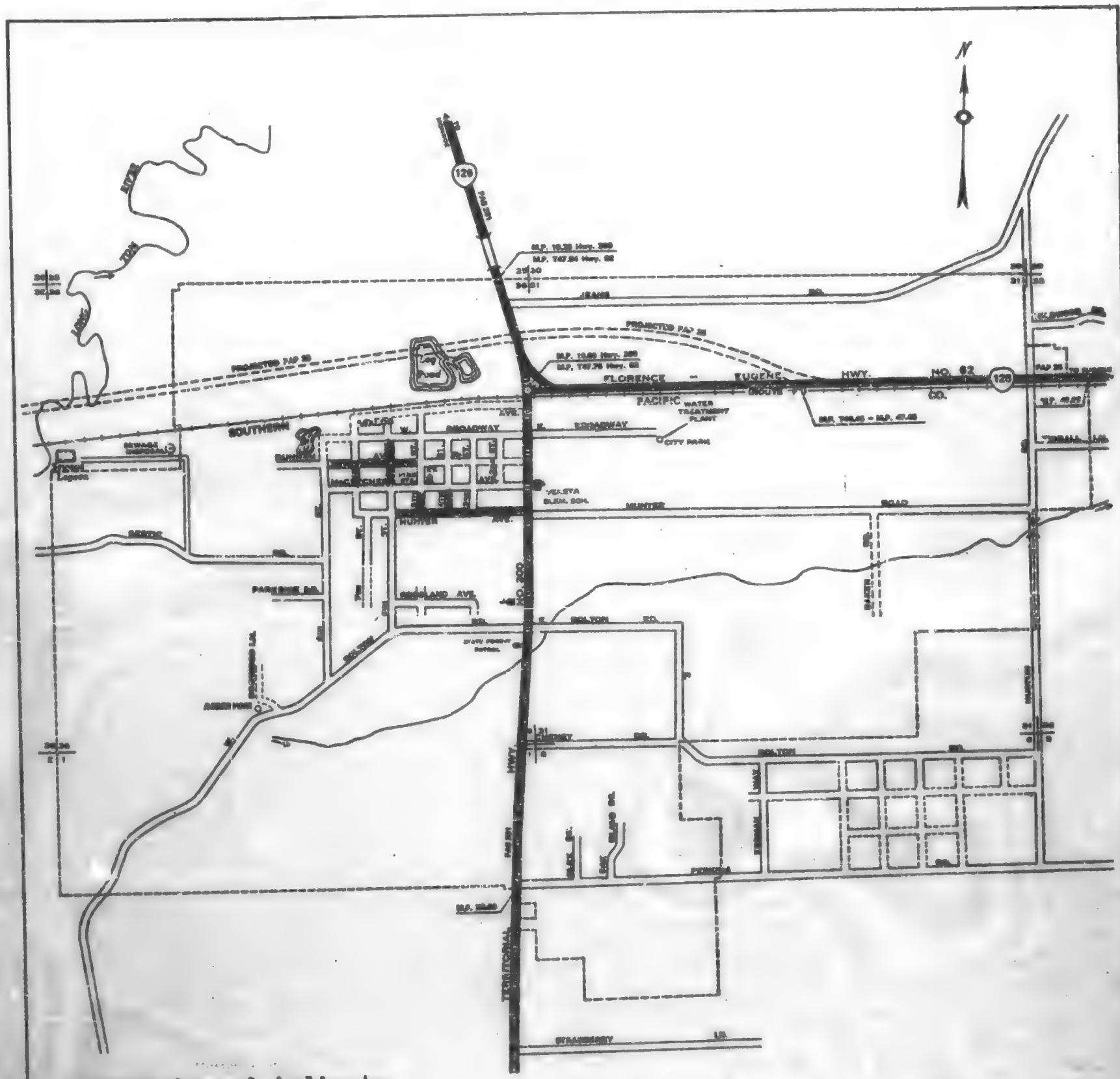
Shoulder Treatment:
Asph. Conc. —
Oil Mat —
Other Rock

Type of Base:
Pit or Quarry Run —
Crushed Stone X
Asph. Treated —
Cement Treated —

No. of Lanes 2
Lane Width 11
Shoulder Width 4 or Shy Dist. from Curb —
Median Width 40
Total Width between Curbs N/A

Curbs: N/A
Type "C" —
Curb & Gutter —
Other —

Foot paths:
Asph. Conc. —
Gravel —



Lines in red indicate
Location of Proposed
Project under
Off-System Roads Program

T 17-18 S R 6 E W.M.

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CITY HALL
- COURT HOUSE
- ARMORY
- LIBRARY

VENETA

LANE COUNTY, OREGON

Population 1,738

Scale in Feet

Revised November 1973

1979 Grass Valley-Shaniko Sec., 9045
Sherman Hwy.
(Oiling)

#7045

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
33405 8TH AVE. SO. • P.O. BOX 3000 • FEDERAL WAY, WA. 98003 • AC 206-952-5000

October 5, 1981

Nelson Tire
1116 West 2nd Street
The Dalles, Oregon 97058

Bill Getz
Credit Manager

Gentlemen:

File 81-189
Western Mixing Company
Bond U-087435
Oregon State Highway Contract #9045

This letter is to serve as an acknowledgment of the receipt of your claim in the amount of $444.61 against this bond and our principal upon Contract #9045 for the Oregon State Department of Transportation. According to your notice and representations, the materials were supplied to Southern Oregon Aggregate and were in the original amount of $412.72.

In our recent telephone conversation, you advised that the State of Oregon told you there were funds being held to cover your loss. In addition, you advised that the Department of Transportation had written to our company concerning your claim. The only records I find are your letter of April 10th written to the Department of Transportation and their response of April 28th written directly to you with a copy for our company, as surety, and Western Mixing Company, Inc.

I do recognize that you called the United Pacific Insurance Company's Bond Claim Department on or about August 21, 1981. At that time, I checked with Western Mixing Company and was advised that your claim was past the Oregon State statute requirements for making claim against the contractor and surety. I apologize for not contacting you at that time, but I did not have the impression that you were requiring a response.

I have conducted an investigation of this claim. I required that you submit invoices in support of the amount you allege as due from Southern Oregon Aggregate. In addition, I contacted Western Mixing Company and discussed the matter with Mr. Scott Benge. The result of my inquiries is that Nelson Tire does not appear to have a valid claim against Western Mixing Company or the United Pacific Insurance Company.

jc

no reply necessary
Jamsen noted
from

I must also stress that at the time of your letter to the State of Oregon, Nelson Tire was too late to assert and perfect its claim against the prime contractor. ORS 279, the Public Work Statute, requires that all parties that do not have a direct contractual relationship with the contractor (Western Mixing Company) must give written notice to the contractor within 90 days from the time on which such person performed labor or furnished or supplied material with respect to the performance of the contract. It is obvious that the last material provided to Southern Oregon Aggregate was on August 14, 1980. The other dates and amounts on your recap are for payments received by Nelson Tire. Your notice of claim was not timely and, therefore, I must respectfully deny your claim against our bond.

I am sending a copy to Western Mixing Company for the action that they deem is appropriate. I do understand that they have consulted their own attorney and hold the same position. This letter must not be construed as a waiver of any of the rights of Western Mixing Company or the United Pacific Insurance Company, as surety.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

R. M. Laursen
Bond Claim Department

jc

cc: Western Mixing Company
State of Oregon, Dept. of Transportation
Eugene Bonds

RECEIVED
OCT 8 1981
COMMERCE
DEPARTMENT OF TRANSPORTATION

5594 9045

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
APR 29 1981
NORMA PAULUS
SECRETARY OF STATE

April 28, 1981

IN REPLY REFER TO
FILE NO.:

CON 5
#9045

Nelson Tire
1116 West Second Street
The Dalles, OR 97058

Attention: Bill Getz
Credit Manager

FILED
APR 29 1981
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge your claim letter of April 10, 1981, against Southern Oregon Aggregate for labor and materials on Contract No. 9045 in the amount of $412.72.

This appears to be in reference to Western Mixing Company, Inc., Contract No. 9045 for oiling on the Grass Valley-Shaniko Section of the Sherman Highway in Sherman and Wasco Counties.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the prime contractor and the surety of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when payment has been received.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

RECEIVED
5/14/81

jas

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Western Mixing Company, Inc.
P. O. Box 7065
Eugene, OR 97401

RECEIVED
5
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Jack Sollis

NELSON TIRE

April 10, 1981

R. W. Gormsen

Rm. 121

Transportation Building

Salem, OR. 97310

Dear Sir;

Nelson Tire Inc. would like to file a claim against Southern Oregon Aggregate. They were the Contracters on your Contract # 9045 , at Grass Valley, OR. - Shanikco Section of Highway 97. We were a subcontracter . We supplied TIRES, TIRE REPAIR, AND SERVICE, on the job for them. The total amount still oweing is $412.72. We have tried to contact them but their phone is disconnected. They did send $100.00 last month after many statements were sent. However we wish to have it known to the State and the Bonding or Assuring Co. that we have not been paid in full before the Bond is released.

Thank you for your help in this matter.

Yours truly,

Bill Getz

Credit Manager

1116 WEST SECOND STREET -- THE DALLES, OREGON 97058 -- PHONE (503) 298-5121

9045

File

3-12-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. No. 9175	Falls City (N. Main St.) Polk County	February 9, 1981
R. A. Hatch Co. No. 8860	Ross Island Br.-SE 50th St. (Portland) Multnomah County	February 9, 1981
D Mc D Corporation No. 9174	Heppner Rock Production Morrow County	February 9, 1981
Aichele Landscaping & Ben Fox No. 8970	N.E. Maywood Place Multnomah County	February 13, 1981
R. L. Coats No. 9108	Fremont Jct.-Hackett Dr. Deschutes & Klamath Co.	February 13, 1981
Hamilton Electric, Inc. No. 8689	Pac. Hwy. W @ 5th Ave. (Eugene) Lane County	February 17, 1981
Ross Bros. Construction, Inc. No. 9125	Big Butte Creek Bridge Jackson County	February 17, 1981
A. K. Lundmark & Son, Inc. No. 9144	Upper White River (Crossing Rd.) Bridge Wasco County	February 17, 1981
R. L. Coats No. 9000	Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County	February 17, 1981
Eucon Corp. of Idaho No. 9012	Pendleton-Adams Umatilla County	February 19, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Humphrey Const., Inc. No. 8710	SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County	February 19, 1981
C. H. Savage Co. No. 9150	Columbia River (Astoria) Bridge Clatsop County	February 19, 1981
Dirt & Aggregate Interchange No. 9178	N. 11th St.-Wyeth St. (St. Helens) Columbia County	February 23, 1981
Babler Bros., Inc. No. 9020	Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County	February 24, 1981
Cascade Construction Co., Inc. No. 9161	Arterial Street Overlay (Portland) Multnomah County	February 24, 1981
Babler Bros., Inc. No. 9043	Willamette Jct.-Chemult Klamath County	February 26, 1981
Western Mixing Co.,Inc. No. 9045	Grass Valley-Shaniko Sherman County	February 27, 1981
F. Hodgson & Sons No. 9033	Deadmans Pass Safety Rest Area Umatilla County	March 5, 1981
Ontario Asphalt & Concrete Co. No. 9158	NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County	March 5, 1981
Johnson Rock Products, Inc. No. 9073	Florida Ave.-Vermont Ave. (North Bend) Coos County	March 6, 1981
Holst Construction Co. No. 9021	Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County	March 10, 1981
Stukel Rock & Paving, Inc. No. 9110	Fuego Rd.-Forge Rd. Klamath County	March 10, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Weaver Construction Co. No. 9081	Port of Entry (Farewell Bend) Malheur County	March 11, 1981
Nelson-Deppe, Inc. No. 9111	Jackson Creek Road-Hot Springs Road Malheur County	March 12, 1981

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

9045

March 6, 1981

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9045

Gentlemen:

Contract No. 9045 awarded to Western Mining Co. for oiling on the Grant Valley-Dayville Section of Sherman Highway in Sherman and Wasco Counties was completed on December 16, 1980 and accepted by the State Highway Division on February 27, 1981.

Final payment in the amount of $29,945.93 will be released to Western Mining Co., Inc. after March 11, 1981. The total contract amount is $1,861,016.50 including $1,728.60 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Corrigan
CONSTRUCTION SERVICES

cc: Western Mining Co., Inc.
P. O. Box 7063
Eugene, OR 97401

bcc: C. T. Massey
Walt Hauk
W. E. Young Attn: Dick Hacak
Dale Allen

9045

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16-1

TO: Dale Allen
Region IV Engineer

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

DATE: February 9, 1981

ROE RCE PLA FAE
RTE RECEIVED GEO
RUE FEB 10 1981 RDE
RSO REGION 4 RBE
ASSIGNED

NOTED
E. S. HUNTER

SUBJECT: Grass Valley-Shaniko Section
Sherman Highway
Wasco and Sherman Counties
Contract No. 9045

It was noted in Mr. W. Reid Meritt's Construction Engineer's Narrative Report for the subject project that all guardrail construction was eliminated to decrease project cost. The guardrail construction called for in the plans consisted of flaring leading and trailing ends of existing runs, adding anchors and "C" end pieces. In addition, guardrail was called for at each corner of one bridge with anchors, end pieces and bridge connections.

This guardrail work was called for on the plans to improve the safety aspects for the motoring public. Research literature and accident history have documented the need for flaring the ends of guardrail runs at least 4 feet, installing anchors, crash-worthy end pieces and protecting bridge ends. We try to do at least this on all contracts, even though we may not bring the remainder of the existing guardrail installation up to present standards.

We recommend that the guardrail work called for on the plans be installed.

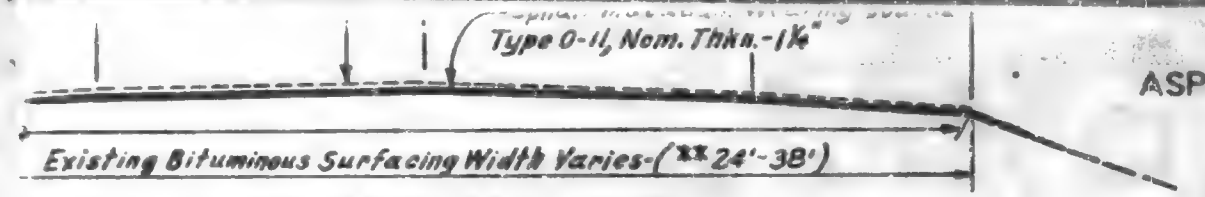
DOC:ja

cc E. S. Hunter
C. T. Keasey
F. Eriksen

cc Hunter

RECEIVED
TECHNICAL SERVICES
APR 10 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

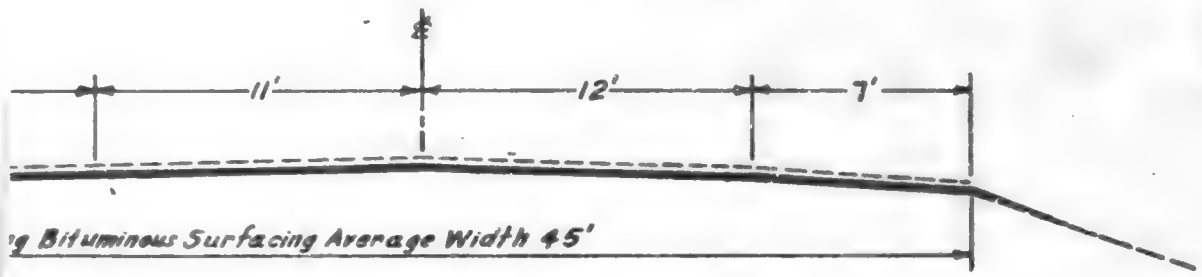
Discussed w/ Hawkins - Management decision to reduce costs - DE plans to widen street within next biennium these rails were deleted. DLL.



(Not Shown) M.P. 27.48 To M.P. 34.15
34.15 To 34.32 (Taper Section)
35.30 To [EQUA. 40.55 Bk. = 40.72 Ah.] 56.70

(Base Course)
ASPHALT MACADAM TYPE 0-9

M.P.	To	M.P.
44.50		44.75
49.00		50.00
50.75		51.25
55.00		56.00
56.50		56.70



(For Surfacing Details Not Shown, See Section Above)
M.P. 34.32 To M.P. 35.13
35.13 To 35.30 (Taper Section)

NOTE:
Const. Road Connections And Road Approaches (By Others)

GUARD RAIL TABLE

	M.P. To M.P.		Lt.	Rt.	Type 3 Guard Rail	Type 2A Guard Rail	Type 2A Guard Rail Leading End Extension	Type 2A Guard Rail Trailing End Extension	Type 1 Anchor	Bridge Connection	"C" End Piece	Remarks
#1	33.91	33.95		✓			50'	25'	2		2	
#2	34.83	34.87		✓			50'	25'	2		2	
3	35.19	35.32		✓			50'	25'	2		2	
4	35.19	35.34	✓				50'	25'	2		2	
5	36.01	36.08	✓				50'	25'	2		2	
6	36.28	36.37	✓				400'	25'	2		2	
7	38.40	38.51	✓				50'	25'	2		2	
8	38.96	39.01	✓				50'	25'	2		2	
9	52.34	52.36		✓	25'	50'			1	1	1	One Run
10	52.35	52.36	✓		25'	25'			1	1	1	One Run
11	52.36	52.37		✓	25'	25'			1	1	1	One Run
12	52.36	52.38	✓		25'	50'			1	1	1	One Run

Drg. Nos. 2126, 2126A, 2126B & 23257
E=0
Flares 0-4'

Grass Valley - Shanico Sec
Sherman Hwy. #42.
Sherman & Wasco Co's.

See attached sheet for comments

#1	33.91 – 33.95 Rt.	some flare	End Pc "A"	Not blocked
#2	34.83 – 34.87	no flare either end	End pc "A"	not blocked
#3	35.19 – 35.32 Rt	"	"	"
#4	35.19 – 35.34 Lt.	"	"	"
#5	36.01 – 36.08 Lt.	"	"	"
#6	36.28 – 36.37 Lt.	"	"	"
#7	38.40 – 38.51 Lt.	"	"	
#8	38.96 – 39.01 Lt.	"		
#9	52.34 – 52.36 Rt.	Bridge Railing, Conc.	No GR	} 4 ends
#10	Lt.	"	"	
#11	52.36 – 52.37 Rt	"	"	
#12	52.36 – 52.37 Lt.	"	"	

CONSTRUCTION ENGINEERS NARRATIVE REPORT

14V-388

Grass Valley - Shaniko Section

Sherman Highway

Wasco & Sherman Counties

Prefix N°. 28-1108

Contract N°. 9045

NOTED
E. S. HUNTER

This contract required the following listed major items of work between M.P. 27.48 (North side of Grass Valley) and M.P. 56.70 (Shaniko) of the Sherman Highway in Wasco and Sherman counties.

1. Cement treated base construction on shoulder areas, 10 to 16 feet left and right of centerline, on the southerly 9.2 miles (M.P. 47.50 to M.P. 56.70) of the project.
2. Type O-9 Asphalt penetration Macadam in designated areas totaling 2.95 miles as a base course.
3. Construction of Type O-11 Asphalt Penetration Macadam on full length of project.
4. Construct approximately 1200 linear feet of guard rail.

The following listed major changes were made in contract. Futher details are given under appropriate subject in narrative below.

1. Bid Item N°.10 Aggregate Shoulders was eliminated to decrease project costs.
2. Open Graded Plant Mixed Emulsified Asphalt Concrete Mixture was used in patching and base course construction in lieu of O-9 Asphalt Penetration Macadam.
3. Two (2.0) miles of asphalt macadam construction was deleted on notherly end of project to decrease expenditures.
4. Type DO-9 Asphalt Penetration Macadam was used in lieu of specified

REFERRED TO
Board, Staudenmayer, Cole, Mann, Eriksen, Watson, Hagar, Dorn, Leu
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Versteeg, Anderson, Christensen, Olson, Sullivan, Terpin, Trout, Wakerlig

RECEIVED
DEC 17 1980
ROAD DESIGN SECTION

Do not File
Return To
Bring up
Action

Type O-11 Asphalt Penetration Macadam.

5. CRS-2 emulsified asphalt was used in lieu of specified AR-2000 asphalt in macadam construction.

6. All guard rail construction was eliminated to decrease project costs.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

Signing as required in this project seemed to work quite well and to be sufficient within work areas. However, loose cover aggregate remained on roadway in areas where macadam was constructed each day and in areas of previous construction where brooming, rolling and maintenance is being performed for as much as one week after macadam is placed. On this project a "ROAD CONSTRUCTION AHEAD" (W20-1-36) sign was placed at each end of these areas, facing incoming traffic and "LOOSE GRAVEL" (W8-7-30) and "CONSTRUCTION SPEED 35" (OW23-1-36) were alternately placed every one-half mile on both sides within such areas. It is suggested that consideration be given to requiring this signing on future projects of this nature because of hazard of flying rock and/or sliding on loose rock on roadway surface.

Also it might be noted, that traffic was controlled through each days work area by flagman and pilot car until midnight each day. Because of relatively high boluma, fast travel speed and high percentage of truck traffic, it is felt that this alleviated considerable loss of cover aggregate. On highways with higher traffic volume it might be desireable to control traffic twenty-four hours per day.

CEMENT TREATED BASE

On the southerly 9.2 miles of this project, the contract required the replacement of 7 inches of existing material between 10 and 16 feet left and right of centerline with 7 inches of 2"-0 aggregate and cement treating this material along with additional 7 inches of existing material for a total depth of 14 inches.

The existing roadway had very little remaining base under the existing surfacing and had been widened with pit-run material by maintenance forces. it was this pit-run

Narrative Report Continued

material which constitued most of existing material removed and/or incorporated into cement treated base. The pit-run material was generaly quite rocky, short on fines and some ran as large as 12-inches in size. Thus it was very difficult to get a good mixture for effective cement treatment, to get a smooth and uniform finish on treated material, to get required depth in the confined 6 foot width and was very hard on construction mixing equipment. A good portion of fines which were present were "clayish" material which was not conductive to mixing with cement.

Contractor had dificulty obtaining mixer which could be used in confined area of this width and mix 14-inches deep. Most machines are apparently not designed to go 14-inches deep vertically adjacent to confined side such as 10 foot cut line on the existing pavement.

Some problems were also encountered with mixer hitting corners of larger rock buried under roadway in vicinity of 10 foot vertical cut line in pavement and pulling them out of area which was not to be disturbed.

My personal ccsments and opinions of cement treated base at a cost of approximately $450,000 are:

1. It is a waste to spend this much money in cement treating shoulder areas. Existing shoulders were carrying traffic and providing adequate service.
2. Cutting existing pavement at 10 foot from centerline for this treatment wasted 2 to 6 feet of existing pavement, which varied from 2 to 10 inches deep, which was and had been carrying traffic.
3. Cement treatment of areas 10 to 16 feet from centerline created a 9.2 mile "bathtub" in center of roadway. Previous breakups were not in shoulders but in traffic lanes and were caused by lack of sufficient base and water in same. Some of the water could previously escape through pit run material in shoulder widening but cement treatment curtailed much of this possibility.

Narrative Report Continued

It is anticipated that more water will be retained under roadway by cement treated shoulder areas and enhance surface failures.

4. Cutting of existing surfacing at 10 foot left and right and beginning of cement treatment at this point makes the meet line fall in the outside wheel track of traffic. This highway carries a high percentage of truck traffic. It is anticipated that this meet line will cause future problems with cracking, differential compaction and movement.

PATCHING AND BASE COURSE PRIOR TO SURFACING

OPEN GRADED PLANT MIXED EMULSIFIED ASPHALT

Project originally required 2.95 miles of Type O-9 asphalt macadam in base course at various locations which were felt to be weak and $68,000 was included in project authorization for restoration of roadway surface.

As will be discussed later, asphalt penetration macadam on project was changed from Type O-11 to DO-9. It was anticipated that the production of additional 3/4"-1/2" aggregate required by this revision would also result in excess of ½"-0 material. To utilize this excess ½"-0 material and give a material which was easier to use and have a higher value as a surfacing material an agreement was made with contractor to make ½"-#10 material and use it in furnishing open graded plant mix emulsified asphalt concrete mixture to use in lieu of O-9 base course and patching, restoration, ect, of roadway.

The ½"-#10 aggregate produced was very clean, approximaterly 1% pasing the #10 sieve and when mixed with 6% to 7% CMS-2 emulsified asphalt it made a very durable open graded emulsified concrete mixture which was relatively easy to feather at edges and proved to be a good material for proposed work.

This material was laid with paving machine approximaterly 1-inch deep over weaker areas of existing surface in lieu of specificed type O-9 macadam and in patching

throughout the length of the project. Available funds did not provide nearly as much material as needed. To conserve available material for patching, the patching work was gererally confined within a area 13 feet from centerline with the edges being feathered as much as possible. This caused some problem to shoulders (13 feet to edge of shoulder in deeper patches) but generally could be feathered to a depth which could be covered by macadam. The feathered edges of this material were under traffic for 2 to 3 months and held quite well. A small amount of this material was also used in blade patching work.

Narrative Report Continued

ASPHALT PENETRATION MACADAM

To decrease project costs because of anticipated statewide shortage of funds, approximately two miles of macadam construction was eliminated on the north end of the project. Bid Item N°. 10-Aggregate shoulders and all guard rail work was also elimimated to decrease project costs.

Because of recent problems with asphalt pernetration macadam construction, instructions were received to change from Type O-11 to a Type DO-9 (See attached Table of Details) asphalt penetration macadam with the use of CRS-2 emulsified asphalt in lieu of AR-2000 asphalt. Some of the problems which these revisions were intended to alleviate were broken windshields from flying rock, rough surface texture, loss of cover rock, flushing of asphalt to surface.

A price agreement was written for the change in aggregates required for DO-9 macadam. This price agreement increased unit price of aggregate $0.50 per cubic yard to reflect costs to produce additional quantity of $\frac{3}{4}$"-$\frac{1}{2}$" and $\frac{1}{2}$"-$\frac{1}{4}$" aggregates, elimination of $1\frac{1}{2}$"-$\frac{3}{4}$" aggregate and additional spread in macadam construction.

A price agreement was written for change to CRS-2 asphalt in lieu of AR-2000 asphalt in macadam. This price agreement included a $15.00 per ton reduction in unit price for asphalt in macadam, based on $10.00 per ton difference in material costs and $5.00 per ton difference in handling cost to contractor. This should not be construed to mean that use of CRS-2 was more economical. Use of CRS-2 actually increased cost of asphalt in macadam approximately 12% due to need for increased spread rate and less gallons per ton.

Project specifications require that all spreads of macadam be completed during same day that first spread was started. During first few days of DO-9 construction the first two spreads were placed in one day, this was tight bladed the next morning and third and fourth spread was placed on the second day.

Narrative Report Continued

The purpose of this was to give opportunity to tight blade and fill depression wheel ruts ect. in effort to improve cross section. Because of excessive rattling and picking up of aggregate by heavy traffic volume during hot weather and excessive delays to traffic because of length of operation, this was abandoned and all four spreads were placed during same day with seal being placed at a later date

I think placing two spreads per day and tight blading prior to completion of spreads on second day does help improve cross section. Future consideration should be given to this with placement of ¼"-#10 dry key on second spread and the use of a second pilot car to decrease traffic delays.

The next revision which was made in DO-9 construction was the placement of ¾"-½" cover aggregate on first two spreads and ½"-¼" cover aggregate on third and fourth spreads instead of alternating sizes as shown in Table Of Details. It is felt this gives a smother surface texture, especially on days when temperature is above 80° and larger aggregate is picked up and brought to surface.

In construction of DO-9 asphalt penetration macadam it was found that amount of ½"-¼" aggregate needed for cover is approximately 50% more than shown on attached Table of Details. A spread rate of .012 cu. yd. per square yard is needed instead of specified rate of .008, especially when covering over ¾"-½" spread. This can be cut back to .10 or .011 if ¼"-#10 dry key is used.

Because of shortage of ½"-¼" materials and the desire to experiment, ½"-#10 and 3/8"-#10 aggregates were used in lieu of ½"-¼" on last spread of ½"-¼" and ¼"-#10 dry key was eliminated. Very little difference was noted with the use of this material.

CRS-2 asphalt in seal coat was initially shot at a rate of 0.25 gallon per square yard and later changed to 0.30 gallons per square yard and was used on major portion of project. It is felt that a tighter seal was obtained and apparently more cover rock retained with the 0.30 spread rate.

Narrative Report Continued

Longitudinal streaking in seal coat was present in a good portion of project. to correct this numerous changes such as pressure, travel speed, spray bar height, nozzle angle, asphalt temperature were tried but no definite cause or cure for this problem was found. In warm weather, 90°F plus, may be some advantage to let asphalt set short period before placing cover aggragate to let asphalt smoth out or flow to fill grooves which seem to cause streaking.

Various asphalt spread rates were tried during this project and it was ultimately decided that an increase of 0.05 gallons per square yard of the rates shown on Table of Details, except seal coat, was desireable. This results in a spread rate of 0.35 for first spread, 0.30 for second, third and fourth spread and 0.30 gallons per square yard for seal coat. It is felt that it would be advantageous to macadam to decrease first spread rate 0.05 or 0.10 and increase second spread a similar amount but this was not done in an attempt to get a tighter seal on the existing pavement.

Tandem steel wheel roller, rubber tired roller and two articulated vibratory rollers with rubber drive wheels and steel drum forward were used in various phases of macadam construction and the following observations were made:

1. With use of emulsified asphalt, rubber tends to pick up and deposit larger aggregate from previous spread to surface when temperature was above 80°F. Little problem was encountered with this when the temperature was 80°F or less. It is not felt that rubber tired rollers added significantly to this problem because under some temperature conditions the traffic and other construction equipment caused as much or more of this than rollers.
2. Rubber has advantage in setting aggregate on uneven surface because of narrower width and elimination of bridging.

3. If rubber on rollers is thoroughly covered, with diesel several times at the beginning of work and intermittently coated afterwards, much of picking can be alleviated. This, of course, should be done off the macadam construction area.
4. Wide steel drum rollers bridge over much of surface where wheel ruts, depressions, ect. are encountered.

Traffic was controlled and carried through work area by "pilot car" until midnight on this project. This operation was felt to be worth added cost by elemenation of lost cover aggegate which had relatively high traffic volume, a large percentage of which were trucks.

Other observations, comments and suggestions which I have concerning asphalt penetration macadam with emulsified asphalt are:

1. Macadam stays "tender" for longer period of time and is susceptible to rutting and movement by wheels of construction equipment and traffic.
2. At temperatures of 80°F and above, the larger aggregate from previous spreads is more susceptible to "picking", "rattling", ect. and being deposited on top of current spreads by construction equipment and traffic. This causes rougher surface texture.
3. May require more aggregate to help eliminate problems of No. 2 above, especially with spreads covered with $\frac{1}{2}$"-$\frac{1}{4}$" or larger aggregates.
4. Desireable to keep number of spreads placed during day to minimum to help alleviate rutting due to "tender" macadam in place. This may take more "dry key" to eliminate "picking" or "rattling". Will give more opportinity for tight blading to improve and alleviate humps and depressions.
5. Desirable to tight blade, if possible, each spread and roll with steel wheel roller immediately ahead of each asphalt spread.

Narrative Report Continued

6. Minimum of three rollers and one blade grader, when two distributors are used, required within macadam construction area and at least one roller and blade grader available for maintenance of previously placed macadam as necessary.

Narrative Report Continued

GUARD RAIL

All guard rail work originally required on this project was deteted to decrease project costs because of anticipated shortage of funds statewide.

A lump sum price agreement in the amount of $500.00 was written to pay contractor for preliminary and preparatory work previously done on this work.

H. Reid Merritt
Resident Engineer

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Grass Valley - Shaniko Section — Contract No.: 9045

Highway: Sherman — Prefix: 028-1108

County: Sherman/Wasco — F.A. No.: State

Item No.	Item	Unit	Original	Semifinal	± %
	SUMMARY				
	Bid Items	$	1,510,478.50	692,012.89	-54
	Anticipated Items	$	173,540.00	336,958.99	+94
	Contingencies	$	75,780.83	788,438.54	+1040
	Engineering	$	134,721.48	110,000.00	-18
	Total	$	1,894,520.81	1,927,410.42	+1.7

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item No.	Item	Unit	Original	Semifinal	±%
Bid Item 04	Temporary Signs	Sq. Ft.	325	782	+241

Occasionally, work was performed in more than one work area, also additional signs were required to warn motorist of loose gravel during the maintenace period on the asphalt macadam.

Bid Item 07	Flagmen	Hours	1,400	1,668	+19

Due to the length of time the asphalt remained tacky, concern for the safety of the traveling public and the effect of the loss of rock would have on the macadam construction, traffic was controlled by flagmen for a longer period at the end of each day's construction.

Bid Item 08	Pilot Car	Hours	350	694.5	+98

In order to better monitor and limit the speed of the traveling public through the work area and due to the length of time the asphalt remained tacky, traffic was piloted a longer period of time during construction.

Bid Item 10	Aggregate Shoulders	Ton	2,500	0.0	-100

Deleted under Price Agreement No. 2 to reduce cost of project. Deletion not considered detrimental to the safety of the motoring public or the overall structural integrity of the finished project.

Bid Item 12	Cement for Treated Base	Ton	2,650	2,402.07	-9

Area to be treated was shortened under Price Agreement No. 2. Field adjustments reduced the percent of cement required for a satisfactory product.

Bid Item 14	Asphalt in Chip Seal	Ton	70	61.385	-12

Area to be covered was reduced under Price Agreement No.2. Prudent use of material also resulted in some savings .

INDIVIDUAL OVERRUNS AND UNDERR

Item No.	Item	Unit	Original	Semifinal	±%
Bid Item 15	Aggregate in Chip Seal	Cu. Yd.	390	269.6	-31

½"-#10 aggregate was substituted for some of the work under the item.

See Price Agreement No.2.

Bid Item 16	Aggregates in Asphalt Macadam	Cu.Yd.	34,440	0.0	-100

Type of macadam was changed from a type 0-11 to a type DO-9. See Price Agreement No.1. Length of project was reduced, see Price Agreement No.'s 2 and 5.

Bid Item 17	AR-2000 Asphalt in Asphalt Macadam	Ton	2,630	0.0	-100

Type of macadam was changed fron a type 0-11 using AR-2000 liquid asphalt to a type DO-9 using emulsified asphalt (CRS-2). See Price Agreement No's 1,2 and5.

Bid Item 18	Asphalt in Seal Coat	Ton	800	634.8	-21

Overall project length was shortened 2 miles on the northerly end, M.P. 27.48 - 29.48. Rate of application was reduced from 0.30 gallons per sq. yd. to 0.25 gallons from M.P. 29.48 - 41.71 as the result of engineering decision as determined by the overall quantity of asphalt in the meadam and general condition of the surface within this section.

Bid Item 19	Guard Rail Type 2A	Lin. Ft.	1,100	0.0	-100

Item deleted under Price Agreement No.3 to reduce cost of project. Existing Guard Rail remained in place and unchanged. Determined that the elimination of item would not substantually effect the integrity of the project.

Bid Item 20	Guard Rail Type 3	Lin. Ft.	100	0.0	-100

Item deleted under Price Agreement No.3 to reduce cost of the project. The existing guard rail remained in place and unchanged, therefore it was determined that the elimination of the item would not substantually effect the integrity of the project.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item No.	Item	Unit	Original	Semifinal	±%
Bid Item 21	Guard Rail Anchors, Type 1	Each	20	0.0	-100

Item deleted under Price Agreement No.3. Not needed with deletion of bid item No.19

Bid Item 22	Extra for Guard Rail Bridge Connections	Each	4	0.0	-100

Deleted under Price Agreement No.3. Not needed with deletion of bid item No.20.

Bid Item 23	Rail End Pieces Type C	Each	20	0.0	-100

Deleted under Price Agreement No.3. Not needed with deletion of bid item No.19.

Price Agreement No.2 Part 3	Emulsified Asphalt Concrete Mix	Ton	6,000	6,373.7	+6

This item was a substitution for type 0-9 macadam base construction to be performed under bid item no's 16 and 17. It was desirable to perform as much corrective work as possible for the overall improvement of the roadway cross section.

Price Agreement No.2 Part 4	Emulsified Asphalt in Mixture	Ton	360	441.18	+23

Quantity of mix greater than estimated. Necessary to increase percent incorporated in the mixture to obtain desirable coating of aggregate and workability.

Price Agreement No.2 Part 5	Aggregate in Choke Seal	Cu.Yd.	350	485.99	+39

Increased percent of emulsified asphalt in mixture, see explaination under part 4, required additional aggregate, also it was generally difficult to limit the coverage to the specified rate becouse of the small quantity required in the spread.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item No.	Item	Unit	Original	Semifinal	+-%
Price Agreement No.5 Part 2	CRS-2 Emulsified Asphalt in Asphalt Macadam	Ton	2,850	2,896.35	+1.6

Some sections of the cement treated base were quite rough largly due to big rock in the subgrade. Asphalt was used in a leveling course on the treated base shoulders to correct this condition, resulting in the overrun.

Price Agreement No.7	3/8"-#10 Material	Cu.Yd.	6,000	6,136	+2.3

Error in judging quantity in the stockpile. OSHD maintenance crew was also using the material similtaneously with the stockpiling.

Additional Anticipated Item	Asphalt Cement Adjustment	$	87,000	199,773.03	+230

Price of liquid asphalt esculated much more than anticipated in project estimate.

9045

FORM 81-734-3091

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: GRASS VALLEY - SHANIKO		WEEK ENDING: Dec. 6, 1980
		SECTION PREFIX: 28-1108
HIGHWAY: SHERMAN		COUNTY: WASCO/SHERMAN
NAME OF JOB: GRASS VALLEY - SHANIKO SECTION	KIND OF WORK: OILING	
CONTRACTOR: WESTERN MIXING CO., INC.	CONTRACT NUMBER: 9045	FEDERAL AID PROJECT NUMBER: state project
DATE OF CONTRACT: October 23, 1979	DATE WORK STARTED: December 20, 1979	ESTIMATED COMPLETION DATE: September . 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 250	CALENDAR DAYS USED 218
	SPECIFIED COMPLETION DATE —	PERCENT OF TIME ELAPSED: 87.2
PROJECT AUTHORIZATION: $1,894,520.81	ENGINEERING AUTHORIZATION $134,721.48	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $1,759,799.33	ENGINEERING COST TO DATE $108,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,759,799.33	PERCENT OF AUTHORIZATION 80 %	DATE PROJECT WAS COMPLETED: September 10, 1980
ESTIMATED PERCENT: OVERRUN — % UNDERRUN		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Cold mix Patching	CTB	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Oil Aggregate Production
MILES IN PROJECT			-0-	9.2		29.22	-0-
MILES PARTIALLY COMPLETED			-0-	9.2		29.22	-0-
MILES COMPLETED			-0-	9.2		29.22	-0-
TOTAL ESTIMATED QUANTITIES (CONTRACT)			-0-	64,800 Sq Yd		34,440 CY	34,440 CY
TOTAL QUANTITIES CORRECTED TO DATE			-0-	64,800 Sq Yd		35,540 CY	35,540 CY
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			6,400 Tons	64,800 Sq Yd		35,540 CY	35,540 CY
AVERAGE DAILY QUANTITIES			-0-	-0-		-0-	-0-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			-0-	-0-		-0-	-0-
NUMBER OF SHIFTS PER DAY			-0-	-0-		-0-	-0-
HOURS PER SHIFT			-0-	-0-		-0-	-0-

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30	Cloudy	0		
MONDAY 1	Rain	0		
TUESDAY 2	Rain / snow	0		
WEDNESDAY 3	Rain	0		
THURSDAY 4	Cloudy	0		
FRIDAY 5	Prtly Cloudy	0		
SATURDAY 6	Cloudy	0		

RECEIVED
DEC 8 1980
CONSTRUCTION
BRANCH

Kenny — Richards
Jackman — Berg
Hopkins — Imbert
Willis — Widmer
Johnson — Osbourn
Glenn — Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity all contract items are completed by the contractor.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This Week: Submitted Semi-final to Region 4, December 4, 1980.
This is the last weekly for this project.

SIGNED W. Reid Meritt LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

Copies: CONST 2, REGIV 1, FILE 1

#9045

March 18, 1980

Western Mining Company
P.O. Box 7333
Eugene, OR 97401

COM 5
#9045

Attention: Scott Berge

Gentlemen:

As discussed by phone, we are enclosing a copy of an Assignment of Claim form which should be signed by all the copartners. This assignment transfers all interest in Contract 9045 from a partnership to Western Mining Co., Inc., a corporation.

It is also necessary that we receive the written consent of your surety on this contract.

Upon the return of the assignment form and the written consent of the surety, we will make all contract payments to Western Mining Co., Inc.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Att.

cc United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

bc Jack Sollis
V. E. Skoog Attn: Jan Petersen
C. T. Keasey Attn: Warren Richards
Bob Church

fkn

Form 81-734-1804

STATE OF OREGON—HIGHWAY DIVISION

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One Dollar ($ 1.00) Dollars, to them paid, Western Mixing Co. hereby sell, assign and transf the within claim for all interest in Contract 9045. All payments due on this contract to be paid to Western Mixing Co., Inc., an Oregon corporation,

to Western Mixing Co., Inc. and authorize and empow said Western Mixing Co., Inc. to act as agent for them and in their name, place and stead, to verify said claim and to sign, receipt for and receive any warr which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, howev that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in a to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if t same is honored, either in whole or in part, by the State Highway Division such action by the Division shall controlled at all times by the terms of said statute, not only with respect to payments made but likewise with spect to future payments.

Witness my hand this ..... day of ....., 19.....

Executed in the presence of us as witnesses:

.....

.....

.....

Western Mixing Co.

.....

Western Mixing Company Inc.

P.O. BOX 7335 - EUGENE, OREGON 97401 - (503) 342-4751

February 21, 1980

Robert Gormson
Commission Services
State Highway Division
Salem, OR 97301

Re: OSHD Contract No. 9045

Attn: Mr. Gormson

Western Mixing Co. has recently incorporated and all work for Contract 9045 will be the responsibility of Western Mixing Co. INC.

Listed below are the names of the officers and their titles.

Stanley C. Benge, President
David Whaley, Vice President
Scott Benge, Secretary

We request that all contract payments be made to Western Mixing Co., P. O. Box 7335, Eugene, OR 97401.

Sincerely,

WESTERN MIXING CO.

Stanley C. Benge

Beverly C. Benge

S. Scott Benge

[illegible]

David Whaley

SB/lr

RECEIVED
FEB 26 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 1, 1980 CON 5

Western Mixing Co., Inc.
P. O. Box 7335
Eugene, OR 97401

Attn: Scott Benge

Gentlemen:

Re: OSHD Contract No. 9045

I have received a proposed agreement that would assign the subject contract work to Western Mixing Co., Inc. as a subcontractor to Western Mixing Co. Under this proposal we would still have to make all payments to the prime contractor. If it causes you no problems, I would suggest the following method of assigning the work.

Provide a simple statement that your firm has recently incorporated and that all Contract 9045 work will be the responsibility of Western Mixing Co., Inc. Provide the names of the officers of the new firm and their titles. Request that all contract payments be made to Western Mixing Co., Inc. and provide the address.

The request would be made to Robert Gormson, Commission Services, and would be signed by the same individuals that signed Contract 9045 for the partnership. Below your request, or attached to it, would be a statement by your surety that the new firm is covered by the performance bond and consenting to the assignment of payments to the corporation.

I believe this would be a more straightforward method of handling the problem. If my suggestion is unacceptable, please give me a call at 378-6318.

bc: Robert Gormson - Please provide copies of any such request to the people listed here. I believe Accounting will probably require the original.
Vernon Skoog
Jack Sollis
Dale Allen
Reid Meritt
Robert Church
Warren Richards

Very truly yours,

C. T. Keasey
Ass't. State Highway Engineer

By Warren Richards

Warren Richards
Construction Office Manager

WR:mk

1/29/80

Bob Gormsen Re-Contract #9045

Warren Richards is going to send to Western Mixing Co., Inc. of Eugene pages 8 and 9 Sect. IV Performance Bond for them to fill out in the Corporate name, also their surety to sign. (see letters in contract file)

When we receive the new forms attach to our file copy of the Contract and Bond. Also Notify Hwy. Acct (Dick Hacek) to send future payments on this contract to Western Mixing Co., Inc.

CEC

They changed from a partnership to a Corporation

9045

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No CON 5 #9045

November 6, 1979

Western Mixing Company, Inc.
Post Office Box 7335
Eugene, OR 97401

Attention: Scott Benge

Gentlemen:

Re: O.S.H.D. Contract No. 9045

Your letter of October 30 to C. W. Head has been referred to this office for response. As I understand the proposal, Contract No. 9045 would be assigned to Western Mixing Company, Inc. by Western Mixing Company, a partnership. I further understand that the principles of the two companies are the same and there has only been a change in entity of the firm.

The Oregon State Highway Division has no objection to such an assignment providing that a performance bond can be furnished in the name of the new firm.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By Warren Richards
Warren Richards
Construction Office Manager

WR:fr

cc: C. W. Head
Jack Sollis
Dale Allen
Reid Meritt

Form 734-3122

Western Mixing Co., Inc.
P.O. Box 7335
Eugene, OR 97401

October 30, 1979

Department of Transportation
Commission Services
Transportation Building
Salem, OR 97310

Attn: C.W. Head

Re: OSHD Contract No. 9045

Dear Mr. Head,

I am in receipt of contracts for the above referenced project. These contracts are now in process and should be fully executed within one week.

As I stated in my previous letter, Western Mixing Co. recently incorporated. In light of the 50% subcontract clause, I respectfully request that Western Mixing Co. be allowed to subcontract this project to Western Mixing Co., Inc.

Sincerely,

WESTERN MIXING CO., INC.

Scott Benge
General Manager

SB/lr

RECEIVED
OCT 31 1979

9045

42

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/18/79
Donald L Rout

October 18, 1979 Bid Letting _____ All Clear Deadline

SECTION Kent/Shaniko, Grass Valley-Kent/Grass Valley
Highway Sherman
County Wasco & Sherman Region 4
Type of Work Oil Mat Funds State Comb
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment	X					
Write-off Letter	X					
PERMITS:						
Division of State Lands					X	Permit applied for
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey	X					
Cultural Salvage	X					
NOISE:						
Noise Study	X					

N/A No Fed Funds

9045

42

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: J. H. Versteeg Attn: Fred Ericksen DATE: June 29, 1979
Road Design Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Grass Valley-Shaniko Section
M.P. 27.7 to M.P. 56.6
[redacted] Highway No. 42
Sherman and Wasco Counties

As requested in your letter of June 20, 1979, we have reviewed the accidents on this section of highway.

A five year accident listing showed no concentrations of accidents at any location. The 1977 accident rate is 1.45 accidents per million vehicle miles for this section. The comparable statewide average rate is 1.43 accidents per million vehicle miles.

Our investigation did not reveal any locations requiring additional treatment under this project.

for L. E. George
Traffic Engineer

GE:gim

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen FE Watson
Hager Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen
Olson
Sullivan
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RECEIVED
JUL 0 3 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

9045

42

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: June 22, 1979

SUBJECT:
Cattlepass Bridge 4933
Creek Bridge 4934
Grass Valley-Section Sec
[redacted]
Sherman and Wasco Counties

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

The 1 1/4 inch oil mat could be placed across the subject structures in the Grass Valley-Shaniko project.

JEB:dsb

cc Dale Allen
George Hopkins
Jack Sullivan

Vestberg
Anderson
Christensen
Olson
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JUN 22 1979
ROAD DESIGN SECTION

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Beard Stoudenmeyer
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BY FINAL DESIGN ENGINEER

81-125-1267

9045

42

ROAD DESIGN SECTION 378-6558

June 21, 1979

Leonard L. Wallace
Bridge Design Engineer

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Grass Valley-Shaniko Section
M.P. 27.7 to M.P. 56.6
[redacted] Highway
Sherman and Wasco Counties
Prefix 28-1460

We are preparing contract plans for a state funded oiling project for the October 18, 1979 contract letting. The oil mat will be an O-11, 1-1/4 inch thickness.

There are two structures in this section apparently with decks at roadway elevation:

M.P. 51.41	Cattlepass	9'RC Slab Span
M.P. 52.37	Creek	19' Precast RC Slab Span

Please review the structures and furnish us your recommendation for handling the oil mat at the structures. Your early attention will be appreciated.

FE:mw

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JUN 2 1 1979
ROAD DESIGN SECTION

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Bring Up
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9045

42

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION
DEPT.

378-6558
TELEPHONE

DATE: June 20, 1979

TO: Vern Moore
Region 5 Geologist

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: Grass Valley-Shaniko Section
~~Sherman Highway~~
Sherman & Wasco Counties

We are preparing contract plans for this State funded oiling project for the October 18, 1979 contract letting.

Material source requirements are:

Oiling Aggregates	35,000 c.y.

Please furnish material source sketch map, development plan and permit application. This data should reach us by July 20, 1979.

FE:mw

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JUN 20 1979
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Bring Up
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RECEIVED
MAY 09 1979
ROAD DESIGN SECTION

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Bring Up / /
Action

6558 4

NNNN

9

LRW BND 20 5-8-79 4-45PM

HAL VERSTEEG
ENGINEERING

ON THE SURFACING CONTRACTS WE HAVE COMING UP WHICH INCLUDE OIL MATS, WE ANTICIPATE SOME TROUBLE OBTAINING ASPHALT WITH A PENETRATION WHICH IS SUITABLE FOR USE IN OIL MATS. REQUEST THAT YOU ADD THE FOLLOWING SPECIFICATION TO THE SHANIKO-THE DALLES CAI HWY

PENETRATION OF THE ORIGINAL ASPHALT TESTED AT 77 DEGREES FAHRENHEIT BY ASHTO T-49 SHALL BE FROM 100 TO 150 PENETRATION

THE PROBLEM INVOLVES THE GENERAL UNAVAILABILITY OF AR 1000 AND MANY AR 2000 ASPHALTS WITH A PENETRATION OF LESS THAN 100.

ROBERT C POOL
PW

9045

42

FORM 81-734-5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

May 1, 1979

FILE: ~~PRE-LOC~~ 28-1960

FROM: Jerry C. Thackery
Region Design Engineer

TO: Frank E. Terpin
Location Engineer

SUBJECT: Kent-Shaniko
Sherman Highway No. 42
Sherman and Wasco Counties
Location Survey

Attached for your review find a completed survey on the above listed subject project. Supporting data as follows:

1 ea Locating Engineer's Statement
1 ea Quantity Summary and Cost Estimate
1 ea Surfacing Calculation Sheets
1 ea Locating Engineer's Narrative Report
1 bk Field Notes
1 ea List of existing guide posts

This location covers nearly 16 miles, with the proposed material source being situated near the south end of the project.

The existing roadway widths are adequate for the proposed 4-inch AC overlay. Some areas are too narrow to allow the full compliment of shoulder aggregate but should suffice for the project requirements.

The watering problem noted in the Location Engineer's narrative report is very real in this low precipitation zone. The most probable water source would be from a local rancher who often has limited supplies. The sub-surface water is often very deep and expensive to extract.

JCT:pw
Enclosures

RECEIVED
MAY 3 1979
LOCATION
SECTION

5-2-79
To Design

9045

42

FORM 81-734-5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

May 1, 1979

FILE: PRE LOC 21-1454

FROM: Jerry C. Thackery
Region Design Engineer

TO: Frank E. Terpin
Location Engineer

SUBJECT: Grass Valley-Kent
Sherman Highway, No. 42
Sherman County
Location Survey

Attached for your review find a completed survey on the above listed subject project. Supporting data as follows:

1 ea Locating Engineer's Statement
1 ea Quantity Summary and Cost Estimate
1 ea Surfacing Calculation Sheets
1 ea Locating Engineer's Narrative Report
1 bk Field Notes
1 ea List of existing guide posts

To Design 5-2-79

This location covers 13.08 miles, with the proposed material source being situated near the middle of the project. There is also a private quarry 2 1/2 miles further to the south that could be considered.

The existing roadway widths are adequate for the proposed 4-inch AC overlay. Some areas are too narrow to allow the full compliment of shoulder aggregate but should suffice for the project requirements.

The watering problem noted in the Location Engineer's narrative report is very real in this low precipitation zone. The most probable water source would be from a local rancher who often has limited supplies. The sub-surface water is often very deep and expensive to extract.

JCT:pw
Enclosures

cc: W.W.Robertson

RECEIVED
MAY 2 1979
LOCATION SECTION

1979 Columbia Slough Structure 9046
Sec., East Ptld. Fwy.
(Structures)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 • 628

rll

OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
11/8/83	T. P. Lowe, Area Engineer	I-205-7(68)314

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
2/23/81	2/17/82	103 %	450 days

APPROVED EXTENSIONS	LOCATION
10 days	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA SLOUGH STRUCTURES
EAST PORTLAND FREEWAY
Structure

RECEIVED
STATE HWY ENGR
NOV 28 '83
REFER TO
Constr.
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

cy 11/29

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: T. P. Lowe — Original Signed by T. P. LOWE	DATE: 11/28/83	SIGNATURE: G. K. Hossner — Original Signed By G. K. HOSSNER Field Operations Engineer	DATE: 11/25/83
TITLE: Area Engineer		TITLE: Field Operations Engr	

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9046

Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: Oregon Projects I-205-7(68)314 & I-205-7(40)311
Contract Nos. 9046 & 8519
Columbia Slough Structure/South Banfield Freeway
East Portland Freeway

Date: May 24, 1983

Reply to Attn. of: HFO.1-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

I concur in the claim settlement and mutual release as requested in Mr. Keasey's February 16 and 18, memoranda. This settlement in the amount of $38,000 and granting 13 days additional time concludes all pile driving claims by Hansel Phelps and Foundation Construction Inc. and by Drake and Foundation Construction Inc. for the concrete seal claim on the subject projects.

It is suggested that the claim amount be apportioned to the contracts based on contract costs.

for Dale E. Wilken

cc:
OSHD (C T Keasey)
OSHD (G Potter)

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 31 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9 of 6 3-1-82 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(68)314
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Multnomah

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80413

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1/5/82

8. FEDERAL ROUTE NUMBER: Interstate 205

9. STATE ROUTE NUMBER: Primary 64

10. GENERAL LOCATION:

Columbia Slough Structures

11. GENERAL DESCRIPTION OF WORK

Contractors claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER (Specify) See below

13. REMARKS

As requested by Mr. Keasey's letter of 2/16/82 this will confirm the advance approval date of 1/5/82 as date of Notice for Contractor's Claim and you are authorized to proceed with the necessary work as defined by FHPM 1-4-2.4 at a TEC of $5,000 Federal Funds $4,611.

Reimbursement will be in accordance with FHPM 1-4-2.4 paragraph 4.

(S.F.O. #1)

RECEIVED
STATE HWY. ENGR.
MAR 23 '82
REFER TO
Modern
FOR

14. DATE: 3/18/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE: for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

9046

3-4-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Donald M. Drake Co. No. 9046	Columbia Slough Structures Multnomah County	Feb. 17, 1982
Morse Bros.Prestress,Inc. No. 9106	Multnomah Co. Maintenance & Operations Fac., Phase 2 Multnomah County	Feb. 19, 1982
J. C. Compton Co. No. 9213	Cannon Beach Jct.-Necanicum Jct. Clatsop County	Feb. 19, 1982
E. Carl Schiewe, Inc. No. 9219	Columbia River-Lake Road Multnomah County	Feb. 22, 1982
J. C. Compton Co. No. 9249	Hayesville Intchge-Battle Cr. Marion County	Feb. 22, 1982
Wildish Const. Co. No. 8975	Willamette River-Goshen Lane County	Feb. 24, 1982
Hamilton Elect., Inc. No. 9142	NW Nye St.-Ore. Coast Hwy. (Newport) & Corvallis/Newport Hwy. & John Moore Rd. Lincoln County	Feb. 24, 1982
Delph Const. Co. No. 9273	Trout Creek Culverts Hood River County	Feb. 25, 1982
R. L. Coats No. 9351	SCL Madras-Madras/Prineville Hwy. Jct. Jefferson County	March 2, 1982
R. L. Coats No. 9315	Swalley Canal-McKenzie/Bend Intchge. Deschutes County	March 2, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const. Co. No. 9233	Cascade Hwy. S. @ Warner/ Milne Rd. (Oregon City) Clackamas County	March 3, 1982
Lundeen Coatings Corp, No. 9335	Willamette River (Jasper) Br. Lane County	March 3, 1982

March 4, 1982

For C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9046

March 2, 1982

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

COM 5
#9046

Gentlemen or Ladies:

On February 19, 1982, we wrote to you concerning release of final payment on Contract No. 9044 awarded to Donald M. Drake Co. for work on the Columbia Slough Structures on the East Portland Freeway in Multnomah County.

Final payment on this contract is $359.57 and the total contract amount is $2,733,416.66 including $3,615.38 for work performed under force account.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

dmm
cc: Donald M. Drake Co.
1740 N.W. Flanders Street
Portland, OR 97209

Gerwen & Black of Oregon
P. O. Box 3499
Portland, OR 97207

bc: C. T. Kenney
Walt Hart
E. L. Hardt

9046

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia Slough Structures		WEEK ENDING: January 16, 1982
		SECTION PREFIX: 626-1050
HIGHWAY: E. Portland Freeway, I-205		COUNTY: Multnomah
NAME OF JOB: Columbia Slough Structures	KIND OF WORK: Structures	
CONTRACTOR: Donald M. Drake Company	CONTRACT NUMBER: 9046	FEDERAL AID PROJECT NUMBER: I-205-7(68)314
DATE OF CONTRACT: October 24, 1979	DATE WORK STARTED: November 6, 1979	ESTIMATED COMPLETION DATE: n/a
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: 450	CALENDAR DAYS USED: 460
PROJECT AUTHORIZATION: $3,120,063.75	SPECIFIED COMPLETION DATE: n/a	PERCENT OF TIME ELAPSED: 102%
EXCLUSIVE OF ENGINEERING: $2,898,192.55	ENGINEERING AUTHORIZATION: $221,871.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,733,400.34	ENGINEERING COST TO DATE: $168,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93%
ESTIMATED PERCENT: [redacted] UNDERRUN 6 %	PERCENT OF AUTHORIZATION: 76 %	DATE PROJECT WAS COMPLETED: February 23, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100%	100%					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,250 CY				
TOTAL QUANTITIES CORRECTED TO DATE	3,425 CY				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,425 CY				
AVERAGE DAILY QUANTITIES	685 CY				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-				
NUMBER OF SHIFTS PER DAY	-				
HOURS PER SHIFT	-				

EQUIPMENT USED DURING THE WEEK: None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	NB 16055	SB 16055A	Flume 16055B					
PERCENT	100%	100%	100%					

	WEATHER	~~WORK~~ Calendar DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Job completed, no one going to	0		Work completed February 23, 1981.
MONDAY	jobsite, & no weather being	0		
TUESDAY	kept.	0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
JAN 19 1982
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

1-10-82 SUNDAY	Donald M. Drake Co. has completed all field work required on this job. No work this week.
11 MONDAY	No work.
12 TUESDAY	No work.
13 WEDNESDAY	No work.
14 THURSDAY	No work.
15 FRIDAY	No work.
1-16-82 SATURDAY	No work.

REMARKS

STATUS: Donald M. Drake Co. has completed all work required on this job. No work this week.

State Personnel completed Semi-Final Estimate and submitted same to Region I office on January 14, 1982.

Unless directed otherwise, this will be the last Field Engineer's Weekly Report submitted for this project.

SIGNED Erle L. Gilmore LOCATION 9250 N. E. Skidmore, Portland, Oregon

for: Arvey D. Nelson, project manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9046

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 7-111		OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County MULTNOMAH
MODIFICATION NUMBER 1	7-9-81	Project Number I-205-7(68)314

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 7 , 19 79 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,120,063.00	$ 2,957,409.00
Federal funds	$ 2,877,322.00	$ 2,727,322.00
Other revisions		

This modification is made for the following reasons: To release $150,000.00 Federal Funds to use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of July , 1981 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D. H. Moseley

ASST. STATE HIGHWAY ENGINEER
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

FOR: Dale E. Wilken

Form FR 2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON July 1, 1981

FEDERAL AID PROJECT
NO. I-205-7(68)314

COLUMBIA SLOUGH STRUCTURES
E. PORTLAND FREEWAY
MULTNOMAH COUNTY

Revised Project Agreement Estimate.

TYPE CODE X081
STRUCTURE, BRIDGE NO. 16055 (Sta. "L" 157+65)(311')

Total the same as previous estimate of October 26, 1979 $1,153,526.80

TYPE CODE X081
STRUCTURE, BRIDGE NO. 16055A (Sta. "L" 157+65)(311')

Total the same as previous estimate of October 26, 1979 $ 995,323.00

TYPE CODE X081
STRUCTURE, BRIDGE NO. 16055B (Sta. "L" 157+65)(340')

Total the same as previous estimate of October 26, 1979 $ 617,139.90

ANTICIPATED ITEMS

Temporary Erosion Control	All Required	$ 5,000.00
On-the-Job Trainees (3 @ $8.00)	All Required	2,400.00
		$ 7,400.00
	Subtotal	$2,773,390.00
	Engineering	184,019.00
	TOTAL	$2,957,409.00

Length of Structure ---------- 0.064 mi.

Federal Funds ----------	$2,727,322.00
State Funds ----------	230,087.00
TOTAL	$2,957,409.00

Group 1 - 100%
Contract No. 9046
Prefix: 626-1905
Prefix: 626-1050

1046

DESIGN FILE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO. 11-45	FEDERAL-AID PROJECT AGREEMENT 11-7-79	County: Multnomah
		Project No.: I-205-7(68) 314

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, Columbia Slough

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-26-79	0.08
OTHER *(Specify)*		

FUNDS Pro Rata 92.22

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,120,063.00	$ 2,877,322.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator NOV 7 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, October 26, 1979

Federal Aid Project
No. I-205-7(68)314

Columbia Slough Structures
E. Portland Freeway
Multnomah County

Project Agreement Estimate

Type Code X081
Structure, Bridge No. 16055 (Sta. "L" 157+65) (311')

Mobilization	All Required	(42%)	$ 105,000.00
Temporary Protection and Direction of Traffic	All Required	(42%)	1,843.80
Temporary Signs	54 Sq.Ft.	21.00	1,134.00
Temporary Guard Rail, Type 3	375 Lin.Ft.	30.00	1,250.00
Flagmen	240 Hr.	20.00	4,800.00
Roadwork			
General Excavation	2,250 Cu.Yd.	6.00	13,500.00
Trench Excavation	288 Cu.Yd.	12.00	3,456.00
12-inch Sewer Pipe	112 Lin.Ft.	20.00	2,240.00
18-inch Sewer Pipe	272 Lin.Ft.	18.00	4,896.00
21-inch Sewer Pipe	4 Lin.Ft.	25.00	100.00
24-inch Sewer Pipe	140 Lin.Ft.	28.00	3,920.00
Extra for Pipe Under Pavement	36 Lin.Ft.	20.00	720.00
Concrete Manholes	1 Each	1,500.00	1,500.00
Concrete Inlets, Type G-2	6 Each	600.00	3,600.00
Shoring, Cribbing, Ect.	All Required		101,200.00
Structure Excavation	720 Cu.Yd.	12.00	8,640.00
Structure Excavation Below Elevation Shown	70 Cu.Yd.	12.00	840.00
Furnish Pile Driving Equipment	All Required		28,113.00
Furnish HP 12X53 Steel Piling	5,816 Lin.Ft.	16.50	95,964.00
Drive Steel Piles	5,816 Lin.Ft.	1.00	5,816.00
Structural Concrete, Class 3300 (875 cu,yd.)	All Required		212,605.00
Structural Concrete Class 4500 (640 cu.yd.)	All Required		98,104.00
Seal Concrete	135 Cu.Yd.	85.80	11,583.00
75'/80' Bulbtee Prestressed Beams	6 Each	5,580.00	33,480.00
115'/120' Bulbtee Prestressed Beams	9 Each	8,450.00	76,050.00
120'/125' Bulbtee Prestressed Beams	14 Each	8,850.00	123,900.00
125'/130' Bulbtee Prestressed Beams	1 Each	9,150.00	9,150.00
Reinforcement (217,000 lbs)	All Required		74,300.00
Coated Reinforcement (78,500 lbs.)	All Required		39,900.00

Oregon State Highway Division
Salem, Oregon, October 26, 1979

Federal Aid Project
No. I-205-7(68)314

Reinforced Concrete Bridge End Panles	446 Sq.Yd.	65.50	29,213.00
Concrete Slope Paving	875 Sq.Yd.	39.00	34,125.00
Slope Paving Curbs	220 Lin.Ft.	20.10	4,422.00
11/2-inch Electrical Conduit	385 Lin.Ft.	4.00	1,540.00
2-inch Electrical Conduit	385 Lin.Ft.	3.60	1,386.00
3-inch Electrical Conduit	385 Lin.Ft.	5.60	2,156.00
4-inch Electrical Conduit	385 Lin.Ft.	8.00	3,080.00
	Total		$1,153,526.80

Type Code X081
Structure, Bridge No. 16055A (Sta. "L" 157+65) (311')

Mobilization	All Required	(37%)	$ 92,500.00
Temporary Protection and Direction of Traffic	All Required	(37%)	1,624.30
Shoring, Cribbing, Ect.	All Required		101,200.00
Structure Excavation	720 Cu.Yd.	12.00	8,640.00
Structure Excavation Below Elevations Shown	70 Cu.Yd.	12.00	840.00
Furnish Pile Driving Equipment	All Required		12,000.00
Furnish HP 12X53 Steel Piling	5,461 Lin.Ft.	17.00	92,837.00
Drive Steel Piles	5,461 Lin.Ft.	7.00	5,461.00
Structural Concrete, Class 3300 (8300 cu.yd.)	All Required		197,000.00
Structural Concrete, Class 4500 (585 cu.yd.)	All Required		88,779.00
Seal Concrete	135 Cu.Yd.	85.80	11,583.00
75'/80' Bulbtee Prestressed Beams	6 Each	5,580.00	33,480.00
110'/115' Bulbtee Prestressed Beams	8 Each	8,120.00	64,960.00
115'/120' Bulbtee Prestressed Beams	13 Each	8,750.00	113,750.00
Reinforcement (198,900 lbs)	All Required		66,050.00
Coated Reinforcement (71,900 lbs.)	All Required		36,120.00
Reinforced Concrete Bridge End Panels	400 Sq.Yd.	64.86	25,944.00
Concrete Slope Paving	790 Sq.Yd.	39.00	30,810.00
Slope Paving Curbs	200 Lin.Ft.	20.10	4,020.00
11/2-inch Electrical Conduit	375 Lin.Ft.	3.40	1,275.00
2-inch Electrical Conduit	375 Lin.Ft.	3.60	1,350.00
3-inch Electrical Conduit	375 Lin.Ft.	5.60	2,100.00
4-inch Electrical Conduit	375 Lin.Ft.	8.00	3,00.00
	Total		$995,323.30

Oregon State Highway Division
Salem, Oregon, October 26, 1979

Federal Aid Project
No. I-205-7(68)314

Type Code X081
Structure Bridge No. 16055 B (Sta. "L" 157+65) (340')

Mobilization	All Required	(21%)	$ 52,500.00
Temporary Protection and Direction of Traffic	All Required	(21%)	921.90
Shoring, Cribbing, Etc	All Required		38,100.00
Structure Excavation	635 Cu.Yd	12.00	7,620.00
Structure Excavation Below Elevations Shown	60 Cu.Yd	12.00	720.00
Furnish Pile Driving Equipment	All Required		8,000.00
Furnish HP 12X53 Steel Piling	2,900 Lin.Ft.	16.70	48,430.00
Drive Steel Piles	2,900 Lin.Ft.	1.00	2,900.00
Structural Concrete, Class 3300 (165 cu.yd.)	All Required		19,594.00
Structural Concrete, Class 4000 (130 cu.yd.)	All Required		34,575.00
Structural Concrete, Class 5000 (715 cu.yd.)	All Required		249,654.00
Seal Concrete	75 Cu.Yd.	85.80	6,435.00
Waterproofing	1,400 Sq.Yd.	11.75	16,450.00
Reinforcement (179,200 lbs.)	All Required		58,380.00
Coated Reinforcement (3,000 lbs.)	All Required		2,630.00
Prestressing Steel (50,900 lbs.)	All Required		41,600.00
Bearing Devices, Bent 1	3 Each	295.00	835.00
Bearing Devices Bent 4	3 Each	295.00	885.00
Concrete Slope Paving	300 Sq.Yd	39.00	11,700.00
Berm Paving	60 Sq.Yd.	33.00	1,980.00
Slope Paving Curbs	200 Lin.Ft.	20.10	4,020.00
8-inch Sewer Pipe	230 Lin.Ft.	17.00	3,910.00
8-inch Drain Pipe	52 Lin.Ft.	5.00	260.00
Naper Barriers	140 Sq.Yd.	1.20	168.00
Special Filter Material in Drains	15 Cu.Yd.	20.00	300.00
CL-6 Chain Link Fence	280 Lin.Ft.	11.90	4,522.00
			$ 617,139.90
			$2,765,990.00

Oregon State Highway Division
Salem, Oregon, October 26, 1979

Federal Aid Project
No. I-205-7(68)314

Anticipated Items		
Temporary Erosion Control	All Required	$5,000.00
On the Job Trainees (3 at $8.00)	All Required	2,400.00
		$7,400.00
	Subtotal	$2,773,390.00
	Engineering	346,673.00
	Total	$3,120,063.00

Length of Structure - - - - - - - - - 0.064 mi.

Federal Funds (92.22%)	$2,877,322
State Funds	242,741
Total Cost	$3,120,063

Group 1 100%
Contract No. 9046
Prefix 626-1905
Prefix 626-1050

9046

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 7, 1981

In Reply Refer to
File No.:
CON 5 #9046

Donald M. Drake Company
1740 Northwest Flanders Street
Portland, OR 97209

NOTED
H.S.COULTER

Re: Time Extension Request
Columbia Slough Structures
Contract No. 9046
FAP No. I-205-7(68)314

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. We reviewed your weather-working efficiency data submitted for January and February, 1980, and, while there may have been some "reasonably unpredictable" weather in this time period, we find it difficult to agree that a weather-work efficiency approach is definitive of excusable delay in respect to the contract terms.

A review of the project records does, however, indicate an item of delay that is easier quantified. The strike by the Roofer's Union and resultant picketing of your waterproofing membrane subcontractor forced an effective delay of approximately 10 calendar days in project completion. A contract time extension of 10 calendar days is granted for this delay.

This will eliminate all liquidated damages under this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
E. L. Hardt "
Arvey Nelson "
FHWA "
Bob Church

RECEIVED
STATE HWY ENGR
MAY 8'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: May 1, 1981

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: COLUMBIA SLOUGH STRUCTURES
Contract No. 9046

ASHE CAE FOE QCE SCS EEO — RECEIVED MAY 4 1981 CONSTRUCTION BRANCH — OM CA LE TC FE CP

Attached is a time extension request from Donald M. Drake, with his supporting data, and Arvey Nelson's letter of analysis and his recommendation. Arvey has analyzed the problem in a good straight forward manner, and recommends we deny any claim for time due to the cold weather. I agree with this position. Arvey brings up two areas where he does recommend some time be returned to the contractor, that is, extra work performed which had an effect on the contract time, and a strike that delayed the waterproofing of the flume structure at a critical time. Arvey's dates of the strike can be verified if necessary.

I concur in Arvey's recommendation that 10 days be returned to the contractor due to the strike incurred delays and due to the extra work performed. This would eliminate all liquidated damages assessed to the contract.

5-6-81

CTK

I concur with Region and Resident Engineers to grant 10 CD time extension due to ~~extra work and~~ strike delays.

OMQ

MC/gw
Attachment
cc Arvey Nelson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon, 97220
April 28, 1981

RECEIVED
RSC
REGION I

FILE: CON 5
9046

RE ME RCE BF
RSM
RSC
RBI

SO

TO

SUBJECT: Time Extension Request
Columbia Slough Structures
E. Portland Freeway, I-205
Contract 9046, Prefix 626-1050

FROM: Arvey D. Nelson
Resident Engineer

TO: Marion Craft
Region I Construction Engineer

Forwarded for your consideration is a 19 Calendar Day Time Extension Request submitted by the Donald M. Drake Company, prime contractor for the subject Columbia Slough Structure project.

This $2.8 million structure contract was awarded on October 24, 1979, with 450 Calendar Days allowed for completion of work. The contract work was completed on February 23, 1981, with 10 Calendar Days of Liquidated Damages assessed to the contract.

The contractor's time extension request seeks additional days based on "no work" time lost due to inclement weather during the Winter months of January and February 1980. In review of the data the contractor has submitted with the time extension request, it is apparent that near 100 percent weekly work production was achieved each week except for two one-week periods from January 7 through 11, and January 28 through February 2, 1980. During each of these "no work" periods, snow, ice or freezing rain conditions did prevail, preventing full production work. Our job diaries confirm that severe weather did limit work during those periods noted in the contractor's request.

I am hesitant to recommend additional contract time due to weather, as I feel a two week time loss during a Winter construction season is normal and should be expected. However, some extra work was performed and a specialty subcontractor was prevented from performing work due to a union strike, both of which, I feel, merit time extension consideration.

By Price Agreement No. 3, the contractor received payment for time and equipment required to remove an old concrete footing encountered within the Bent 2 Flume structure footing area. The contractor spent 3 days removing the old footing. This extra work delayed the pile driving work at Bent 2.

By Extra Work Order No. 1, the contractor extended existing end bent fill slopes on which slope paving was to be placed. The contractor spent 3 full days and 4 partial days extending the shy end bent fill slopes. While this work was not a critical item, and did not have a real impact on the project completion, it was nevertheless, extra work.

On November 7, 1979, two weeks after Drake was awarded this contract, they signed a subcontract with Snyder Roofing Company establishing that Snyder would place the membrane waterproofing through the Flume structure.

On January 1, 1981, the Roofers' Union contract expired and on Monday, January 12, pickets were placed at the Snyder office and yard site. The pickets remained at the Snyder business site until the strike was settled on March 9, 1981.

Snyder Roofing was scheduled to start placing the waterproofing membrane on January 13, 1981, but was prevented from performing work because of the strike and union pickets.

Drake, realizing the roofing strike could last for several months, voided the Snyder subcontract and, on January 28, 1981, signed a second subcontract with Pioneer Masonry Restoration for placing the membrane waterproofing. Pioneer Masonry employees, belonging to the Bricklayers' Union, were not on strike.

Pioneer Masonry began work on February 2, and worked through to February 6, 1981, completing placement of the waterproofing membrane.

In that the placing of the membrane was the last item of work to be completed, other than grinding and painting concrete surfaces, the roofing strike did delay work and did delay contract completion.

In summary, I recommend a 10-Calendar Day time extension be granted this contract to eliminate all Liquidated Damages assessed. I feel the roofing workers' strike would merit a minimum two-week or 10-day extension and the extra work, a 4-day extension.

Also enclosed are the following items in support of the contractor's time extension request:

Letter of April 21, 1980, Donald M. Drake Co. time extension request transmittal letter.
Exhibit I - Compilation of Facts
Exhibit II - Synopsis of Fact
NOAA Local Climatological Data reports for January & February 1980
Letter of February 5, 1980, D.M. Drake Co. notice of bad weather job shutdown, January 28 through February 1, 1980.
Letter of January 14, 1981, D.M. Drake Co. notice strike against subcontractor Snyder Roofing & Sheet Metal
Letter of February 6, 1981, D.M. Drake Co. notice of change in subcontractors from Snyder Roofing to Pioneer Masonry

ADN:ELC:erc

Encls.

#9046

STATE OF OREGON

INTEROFFICE MEMO

TO: LARRY RULIEN
Executive Assistant

DATE: October 6, 1980

FROM: MARION CRAFT
Region 1 Construction Engineer

SUBJECT: COLUMBIA SLOUGH STRUCTURES
East Portland Freeway
Contract No. 9046
Deck Pour

This is in response to an inspection report by Bob Pillsbury, dated August 26, 1980, and Herb Shell's letter to Scott Coulter, dated September 8, 1980. I've asked Arvey Nelson for a report on the problems with the initial deck pour on these structures, and his letter, attached, gives a good account of what happened.

I believe an appropriate response to the FHWA would be that these were problems that developed during this first pour, the problems have been corrected, and the unacceptable deck areas have been, or will be corrected to everyone's satisfaction before the job is complete.

MC/gw
Attachment
cc: George Hopkins w/attachment
Arvey Nelson

Omit below letter to FHWA is necessary - file
cy Craft 10-9

RECEIVED
STATE HWY ENGR
OCT 8 - '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Contains Recycled Materials
81-126.1387

SP*75683-125

FORM 81-734-3030

OE RE RME RCE BE

RECEIVED FILE: RSM CON 5

OCT - 3 1980 RSC 9046

REGION I RBI

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 1, 1980

Portland, Oregon, 97220 SO

UE

TO

FROM: Arvey D. Nelson
Resident Engineer

SUBJECT: Deck Pour
Columbia Slough Structures (3)
E. Portland Freeway, I-205
Cont. 9046, Prefix 626-1050

TO: Marion Craft
Region I Const. Eng'r.

Reference is made to F.H.W.A. Memo of September 8, 1980, regarding problems encountered during our initial deck pour on the Northbound freeway structure of the subject project.

The memo statement that corrective measures are necessary in the deck gutter line areas is correct and at this time corrective work is approximately 75% complete. The accompanying inspection report comments describing problems encountered during the deck pour are also true and accurate.

With the following narrative, I will attempt to provide insight and detail to circumstances related to our Northbound structure deck pours.

The Columbia Slough Northbound structure is a three span, bulb "T" pre-stressed concrete beam structure of 311 Ft. length and a varying width flaring from 69'-6" at Bent 4 to 85'-10 3/8" at Bent 1. Each bent is constructed on a 48° 37' skew.

The placement of the deck concrete was accomplished with two pours. The first and controversial pour included span 3 and 2/3 of span 2. The second pour poured out span 1 and the remaining 1/3 of span 2.

The contractor's initial plan was to hire a concrete finisher (with crew and a late model finishing machine) who would be responsible for both placing and finishing the deck concrete. Just prior to the scheduled deck pour date, the finisher advised the contractor he would not be available. The contractor then chose to assemble an older finishing machine and to make the deck pour with his own present crew.

As stated in the inspection report, the day of the deck pour was hot and windy. The substitute finish machine experienced several minor breakdowns and delays, plus the overall pour rate was quite slow due to the limited capabilities of the older finishing machine being used. Despite these adversities, the deck finish between the screed rails was generally acceptable.

Along the gutter line however, the contractor further compounded his finishing problems by placing 20 Ft. length screed rail sections. The bottom elevation of this screed rail was positioned 2 inches above the finish deck grade elevation to allow for hand floating that area between the screed rail and the gutter line to finish grade.

The actual end result was that the hand finish work failed to remove the high concrete placed under the screed and along the gutter line. By the time the finish machine had moved ahead to allow removing a 20 Ft. screed rail section, the excess concrete along the gutter line had taken a set which required a claw hammer type operation to removed.

During the deck poun workmen were able to remove and refinish to grade approximately 1/2 of the right gutter line. Subsequent to the initial deck pour, the contractor has removed the concrete in the high gutter areas at the right gutter line 2 inches below finish grade. A concrete bonding agent was painted to the concrete surfaces and new concrete placed and finished to the proper gutter elevatinns. To date, high concrete has been removed 2 inches below grade in 1/2 of the left gutter line area. Corrective work will remove the high concrete 2 inches below grade along the left gutter line. The concrete surfaces will be painted with a concrete bonding agent and new concrete placed and finished to proper gutter elevations.

Before attempting the second and final deck pour at the Northbound slough structure, the contractor (1) reduced screed lengths to 10 feet, (2) raised the screed rail elevations 4 inches to allow using a 2" x 4" under the screed to establish the correct gutter elevation and (3) thoroughly overhauled the finishing machine, replacing parts and belts, which caused problems during the previous pour, and making other adjustments which generally improved the efficiency of the machine.

An overall acceptable deck pour was achieved with the second pour at the Northbound structure.

ADM:erc

#9046

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(68)314
Columbia Slough Bridge Deck Pour
Multnomah County

Date: September 8, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
Attn: Mr. C. T. Keasey, Assistant State Highway Engineer

Attached is an inspection report made by Mr. Pillsbury of the deck pour on the above structure. This inspection was made in conjunction with our "Quality of Construction and Condition Survey of PCC Pavements and Bridge Deck".

Please note several problems were encountered during the pour. The surface results in and around the gutter areas of this pour are not satisfactory and correction measures are necessary before the project is acceptable.

For G. L. Green

Attachment

RECEIVED
STATE HWY ENGR
SEP 9'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

9-18 cy

STATE COPY

cc:' State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10		Multnomah	Oregon

IN COMPANY WITH: M. D. Glenn, Arvey Nelson, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8-26-80	R. W. Pillsbury, Spec Pgms Engr	I-205-7(68)314

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
		%	%

COLUMBIA SLOUGH BRIDGES

An inspection of the deck pour of the south half of the northbound bridge was made as a part of the bridge deck quality survey. There were many problems with the pour which I will document.

The Contractor placed the screed rails over the outside beams leaving about 18' to hand finish to the curb. The screed rails were in long (20'±) sections. The day was hot and windy. The screed rail bottoms were at the level of the finished deck. The pour was very slow because of finishing machine malfunctions.

The result was that the screed rails couldn't be removed until after the concrete was set up. Then when the screed rail was removed, the deck had to be refinished after the lumps were removed by excavating by six carpenters with claw hammers. Then some concrete was brought back to fill the holes and hand finished.

In addition to this the primary finishing was also held up by the slow pace. The finisher was using considerable amounts of water to lubricate his grout rod so he could finish.

The project engineers were informed of our concerns and steps are being taken to rectify the deficiencies prior to the next pour.

9046

June 3, 1980

BOX 5
#9046

Ross Island Sand and Gravel Company
P. O. Box 02219
Portland, OR 97202

Attention: Rose E. Greenman
Assistant Secretary

Gentlemen:

This will acknowledge your letter of May 27 with attached Notice of Claim for concrete supplied to Foundation Constructors in the amount of $18,737.30 plus interest.

This claim was in connection with Donald M. Drake Company's Contract No. 9046 for work on the Columbia Slough Structures of the East Portland Freeway in Multnomah County.

On May 29, we received from you a letter stating that a check was received for payment in full from the contractor payable jointly to Foundation Constructors, Inc., and you.

We will note the filing and the rescinding of this claim in our files.

Sincerely,

Robert W. Gernaen
COMMISSION SERVICES

FKN/gnk

cc: Donald M. Drake Company
1740 NW Flanders Street
Portland, OR 97209

The Travelers Indemnity Co.
Surety Department
707 S. W. Washington Street
Portland, OR 97205

Foundation Constructors, Inc.
Attn: Franklin E. Williams, Controller
P. O. Box 1020
Antioch, CA 94509
P. S. This is in connection with your letter to C. W. Read of May 30, 1980.

NOTED ON CARD
6/13/80

FOUNDATION CONSTRUCTORS, INC.

MAIN OFFICE: P. O. BOX 1020 — ANTIOCH, CALIFORNIA 94509 — TELEPHONE (415) 754-6636

Area Offices
SAN FRANCISCO, CALIF. (415) 754-6633
LOS ANGELES, CALIF. (213) 537-8720
PORTLAND, OREGON (503) 286-9441
SALT LAKE CITY, UTAH (801) 485-3547

May 30, 1980

C. W. Head, Manager
Commission Services Section
Department of Transportation
Oregon State Highway Division
121 Transportation Building
Salem, OR 97310

Ms. Norma Paulus
Secretary of State
Salem, OR 97310

Re: Ross Island Sand and Gravel Company
and Foundation Constructors, Inc.

Enclosed is a copy of the Notice of Claim by Ross Island Sand and Gravel Company in regards to concrete purchased by Foundation Constructors on the Columbia Slough Bridge Project, OSHD Contract No. 9046. I am also enclosing a copy of a joint check issued by Donald M. Drake Company to Foundation Constructors and Ross Island Sand and Gravel. I believe that this joint check should then release Foundation Constructors and Donald M. Drake Company from any alleged claim by Ross Island Sand and Gravel.

Thank you very much for your time and assistance in this matter.

CTORS, INC.

ns, Controller

Mr. Head:

Attached are the enclosures I failed to mail along with the letter of May 30th signed by Mr. Franklin E. Williams, Controller for Foundation Constructors, Inc.

Maria Hilton
Secretary

RECEIVED
JUN 4 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ECEIVED
JUN 2 1980
MISSION SERVICES
ARTMENT OF TRANSPORTATION

FOUNDATION CONSTRUCTORS, INC.

MAIN OFFICE: P. O. BOX 1020 — ANTIOCH, CALIFORNIA 94509 — TELEPHONE (415) 754-6636

Area Offices
SAN FRANCISCO, CALIF. (415) 754-6633
LOS ANGELES, CALIF. (213) 537-8720
PORTLAND, OREGON (503) 286-9441
SALT LAKE CITY, UTAH (801) 485-3547

May 30, 1980

C. W. Head, Manager
Commission Services Section
Department of Transportation
Oregon State Highway Division
121 Transportation Building
Salem, OR 97310

Ms. Norma Paulus
Secretary of State
Salem, OR 97310

Re: Ross Island Sand and Gravel Company
and Foundation Constructors, Inc.

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Thank you very much for your time and assistance in this matter.

Yours very truly,

FOUNDATION CONSTRUCTORS, INC.

Franklin E. Williams, Controller

FEW/me

Attachment

cc: File 79P28
T. S. Cavin

no attachments enclosed from

RECEIVED
JUN 2 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROSS ISLAND SAND & GRAVEL CO.

May 27, 1980

CERTIFIED RETURN RECEIPT REQUESTED

Donald M. Drake Co.
1740 N.W. Flanders
Portland, Oregon 97209

C.W. Head, Manager
Commission Services Section
Department of Transportation
Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Ms. Norma Paulus
Secretary of State
Salem, Oregon 97310

Re: Ross Island Sand & Gravel Co.
and Foundation Constructors

Enclosed is a Notice of Claim of Ross Island Sand & Gravel Co. in connection with concrete supplied by us to Foundation Constructors.

Yours very truly,

ROSS ISLAND SAND & GRAVEL CO.

Reba R. Greenman
Assistant Secretary

c.c. The Travelers Ins.Companies
Foundation Constructors

RECEIVED
JUN 4 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4315 South East McLoughlin Blvd. • P.O. Box 02219 • Portland, Oregon 97202 • 239-5504

ROSS ISLAND SAND & GRAVEL CO.

May 27, 1980

Donald M. Drake Co.
1740 N.W. Flanders
Portland, Oregon 97209

C. W. Head, Manager
Commission Services Section
Department of Transportation
Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Ms. Norma Paulus
Secretary of State
Salem, Oregon 97310

Notice is hereby given that the undersigned Ross Island Sand & Gravel Co. has a claim for concrete furnished by Ross Island Sand & Gravel Co. in the principal sum of $18,737.50, plus interest, against the bond taken from Donald M. Drake Co. as principal and Travelers Insurance Companies, as surety, for the work known as Columbia Slough Bridge under OSHD Contract No.9046.

ROSS ISLAND SAND & GRAVEL CO.

Reba R. Greenman
Credit Manager & Asst.Secretary

rg

RECEIVED
MAY 29 1980

4315 South East McLoughlin Blvd. • P.O. Box 02219 • Portland, Oregon 97202 • 239-5504

ONALD M. DRAKE COM...

N.	INVOICE DATE	INVOICE NO.	DESCRIPTION	GROSS	DISCOUNT	NET
	4-30-80		216-508			18,737.50
			79P28			
			CHECK NO. ▶ 25961 TOTAL ▶			

203.01

BY ENDORSEMENT, THIS CHECK IS ACCEPTED IN FULL PAYMENT OF THE ACCOUNT AS RENDERED ABOVE.

DM DRAKE

DONALD M. DRAKE COMPANY

PORTLAND, OREGON

24-22
1230

MAIN BRANCH - PORTLAND, OREGON
UNITED STATES NATIONAL BANK OF OREGON

CHECK NO. 25961

DATE 5-22-80

PAY AMOUNT
$ **18,737.50**

DONALD M. DRAKE COMPANY

PAY TO THE ORDER OF

Foundation Constructors, Inc. and
Ross Island Sand and Gravel
P.O. Box 03331
Portland, OR 97203

⑈123000220⑈ 010 0113 349⑈

REMARKS To Be Applied Against Ross Island Sand & Gravel

10295	$ 6854.50	Inv. # 10434	$ 3861.00
20083	259.40	10488	428.25
10293	314.25	10546	514.80
10386	907.20	10345	762.40
20678	4434.30		

ROSS ISLAND SAND & GRAVEL CO.

May 29, 1980

Donald M. Drake Co.
1740 N.W. Flanders
Portland, Oregon 97209

C.W. Head, Manager
Commission Services Section OSHD
121 Transportation Building
Salem, Oregon 97310

Ms. Norma Paulus
Secretary of State
Salem, Oregon 97310

Re: Ross Island Sand & Gravel Co.
and Foundation Constructors

Please be advised that a check was received this morning from the Donald M. Drake Company, payable jointly to Foundation Constructors, Inc. and Ross Island Sand & Gravel Co., for payment in full of the concrete delivered to the Columbia Slough Bridge job, OSHD Contract No. 9046.

ROSS ISLAND SAND & GRAVEL CO.

Reba L Greenman

Reba R. Greenman
Credit Manager

rg
c.c. Travelers Ins. Companies

RECEIVED
MAY 30 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4315 South East McLoughlin Blvd. • P.O. Box 02219 • Portland, Oregon 97202 • 239-5504

ROSS ISLAND SAND & GRAVEL CO.

May 27, 1980

CERTIFIED RETURN RECEIPT REQUESTED

Donald M. Drake Co.
1740 N.W. Flanders
Portland, Oregon 97209

C.W. Head, Manager
Commission Services Section
Department of Transportation
Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Ms. Norma Paulus
Secretary of State
Salem, Oregon 97310

Re: Ross Island Sand & Gravel Co.
and Foundation Constructors

Enclosed is a Notice of Claim of Ross Island Sand & Gravel Co. in connection with concrete supplied by us to Foundation Constructors.

Yours very truly,

ROSS ISLAND SAND & GRAVEL CO.

Reba R. Greenman
Assistant Secretary

c.c. The Travelers Ins.Companies
Foundation Constructors

RECEIVED
MAY 29 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4315 South East McLoughlin Blvd. • P.O. Box 02219 • Portland, Oregon 97202 • 239-5504

ROSS ISLAND SAND & GRAVEL CO.

May 27, 1980

Donald M. Drake Co.
1740 N.W. Flanders
Portland, Oregon 97209

C. W. Head, Manager
Commission Services Section
Department of Transportation
Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Ms. Norma Paulus
Secretary of State
Salem, Oregon 97310

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ROSS ISLAND SAND & GRAVEL CO.

Reba R. Greenman

Reba R. Greenman
Credit Manager & Asst.Secretary

rg

RECEIVED
MAY 29 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4315 South East McLoughlin Blvd. • P.O. Box 02219 • Portland, Oregon 97202 • 239-5504

9046

BU 12-5-79
11-20-79

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 6, 1979

Division of State Lands
1445 State Street, N.E.
Salem, OR 97310

Attention Marge Akers

Dear Marge:

OSHD Permit No. 193c
Columbia Slough Structures
East Portland Freeway
Multnomah County

Here is the Removal/Fill Permit application for OSHD No. 193c and Purchase Order No. H538689 to cover the fee.

Per our recent conversation, this project is another phase of the construction planned under our original application for OSHD Permit No. 193. That application, made March 22, 1977, covered the Columbia Slough area.

Also, on December 8, 1977 we made an application to you for OSHD Permit No. 211. This was for a storm sewer flume crossing of the Columbia Slough that was not a part of the work proposed in the original application (No. 193).

The work under this present contract includes the storm sewer flume, so the application for Permit No. 211 should be cancelled.

If you have any questions, please call me.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By Donald L. Trout
Donald L. Trout, Final Project
Development Coordinator

DLT:ab/ja

Enc.

cc E. L. Hardt
Arvey Nelson

~7046

1

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - ODOT (DEPT.) 378-6515 (TELEPHONE)

TO: FILE

DATE: October 16, 1979

Columbia Slough Structure

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 16, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened October 16, 1979, on the following projects:

1. Martin Creek-Anlauf Interchange
   Pacific Highway, Lane and Douglas Counties
   Grading and Paving
   Freeway, 10-foot shoulders provided.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. S. Oregon Avenue at High School Entrance and
   Monroe Street at Broadway Avenue (Burns)
   Central Oregon Highway, Malheur County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. S. 6th Street at Madison Street and Gettle Street
   (Klamath Falls) Klamath County
   Traffic Signals

   Same as No. 2.

4. SPRR Crossing of the Lewisburg-Granger County Road
   Benton County
   Grading and Paving
   20-24-foot roadway with 0-6-foot gravel shoulders.

   Same as No. 1.

5. Sager Creek Bridge and Kale Creek Culvert
   Nehalem Highway, Clatsop County
   Structures and Approaches
   Four-foot shoulders available.

   Same as No. 1.

6. 3rd Street-6th Street (Central Point)
   East Pine Street, Jackson County
   Paving and Signals
   Four 12-foot lanes with 8-foot parking on each side and 1.5-5-foot sidewalks.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. Willamette Junction-Chemult
   The Dalles-California Highway, Klamath County
   Paving (Overlay)

   Same as No. 2.

8. 6th Street-Territorial Highway (Veneta)
   Junter Avenue, Lane County
   Grading and Paving
   28-foot roadway Alt. "A"; 32-foot roadway Alt. "B"

   Same as No. 1.

9. Grass Valley-Shaniko
   Sherman Highway, Sherman and Wasco Counties
   Oil Mat Surfacing

   Same as No. 1.

10. Columbia Slough Structures
    East Portland Freeway, Multnomah County
    Structure
    Parallel bikeway facilities will be constructed on later contract.

US:ge
cc: F. B. Klaboe
E. S. Hunter
David Talbot
L. E. George
Frank Terpin
George Bell
Don Harwell

1016 9-26-79

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
205-7(68)314

STATE PROJECT NO.
See below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
80413

FROM:
G. L. Green, Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 4'79
REFER TO
for the Engr
FOR

Info	Invest	R/D	D/R	Sign	Act	File

10-5 ok

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	9-26-79	Interstate 205	Primary 64

GENERAL LOCATION:
Columbia Slough Structures

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Temporary Erosion Control $5,000
On the job training - $2,400

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9-21-79 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been revised and are approved at a total estimated cost of $3,146,742 Federal Funds $2,901,925.

A signed copy of the revised Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-26-79	G. K. Hansen	for Division Administrator

FORM FR-1240 (REV. 8-79) EXISTING STOCKS OF FORM FR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—721-016

9016 I-205 21

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/18/79
Ronald L. Rantz

October 18, 1979 Bid Letting _____ All Clear Deadline

SECTION Columbia Slough Structures
Highway East Portland Freeway
County Multnomah Region 1
Type of Work Structures (3) Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS		X			X
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				
PERMITS:					
Division of State Lands		X	X	X	X
D.O.G.M.I.	X				
Corps of Engineers		X			
Coast Guard	X				
Cou Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution					
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study	X				

1046

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(68)314

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80413

COUNTY NAME Multnomah

PROGRAM STAGE (Check) 1. ☐ 2.

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
FOR
Info | Insp | R/W | Dsn | Spec | Adv | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4-17 Brg

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-29-78	7-13-79	Interstate 205	Primary 64

GENERAL LOCATION:

Columbia Slough Structures

GENERAL DESCRIPTION OF WORK:

Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 6, 1979 revised PS&E documents for the subject project have been reviewed and are approved at a total revised estimated cost of $3,812,100 - Federal Funds $3,515,100.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79	G. K. Loosner	for Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 19[illegible]—626-787

1-205

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 6, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 80413
Project No. I-205-7(68)314
Columbia Slough Structures Section
Multnomah County

We are forwarding a revised PS&E estimate to increase our early PS&E authorization in the following amounts which now includes the Roadway Grading.

Our June schedule of Contract Lettings shows this project will be advertised for bids to be received on Sept. 20, 1979.

Federal Funds (92.22%)	$3,515,100
State Funds	297,000
Total	$3,812,100

DAR:dmc
Attachments
cc: W. J. Hart
J. H. Versteeg

1 Versteeg
Anderson
2 Christensen
Olson
3 Sullivan
Taspin
Trout
Wakerlig

RECEIVED
JUL 09 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

Form 734-3122

9046

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: June 6, 1979

In reply refer to: HPD.3-OR

SUBJECT: Oregon Project I-205-7(2)-
Columbia Slough O'xing, #16055, A, C

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Advance contract plans for these structures have been reviewed and appear satisfactory.

We note that you have made provisions to separate the busway structure from the two highway structures. As we have said in the past, we are not prepared to authorize construction of this busway facility at this time.

for G. L. Green

cc:
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
JUN 7'79
REFER TO
FOR
Info | Insps | R/D | D/R | Sign | Act | File

R

1046

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(68)314

STATE PROJECT NO. See below

COUNTY NAME Multnomah

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80413

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9-29-78	9-29-78	Interstate 205	Primary 64

GENERAL LOCATION: Columbia Slough Structures Section

GENERAL DESCRIPTION OF WORK: Three Structures

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRICTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 9-26-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,772,592 - Federal Funds $2,556,884.

NOTED
F. B. KLABOE

Swan
10-6

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-29-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-727

September 26, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: PS & E Authorization Request

PS&E documents have been submitted to your department for the following federal aid projects and, accordingly, we are requesting your authorization to advertise for bids to be received on October 26, 1978, in accordance with FHPM 6-4-1-6, Paragraph (7).

TQM-9228 (1) Beaverton/Hillsdale Hwy. at 91st Avenue
TQF-24 (16) Powell Blvd. at 162nd Avenue Section
TQM-9966 (1) Sandy Blvd. at 122nd Avenue Section
TQM-9966 (2) Sandy Blvd. at 162nd Avenue Section
TQF-9-3 (6) Pacific Hwy, W. at S.W. McDonald Street (Tigard)
TQM-9064 (1) Farmington Hwy. at S.W. 170th Avenue Section
HtS-32 (6) Tualatin Valley Hwy. at S.W. 170th Avenue Section

In addition, if funds are available before October 4, 1978;
BRF-21-5 (5) Snake River (Ontario Spur) Br. Section.

We also, intend to advertise the following Off-System project;
SOS-0100 (1) Eagle Creek (Middle) Bridge

We request PS&E approval and fund obligation for the following projects. We will request advertising authority at a future date.

I-5-6 (91) 308 Oregon Slough Bridge
I-205-7 (67) 312 N.E. Failing Street-N.E. Hancock Street
I-205-7 (68) 314 Columbia Slough Structure
TQF-2-6 (3) Del Rey Beach Rd.-Neawanna Cr. Section
TQF-83-3 (2) Brogan Hill - Brogan Section
M-TQM-2691 (3) Florida Avenue - Vermont Avenue (N. Bend)
RS-B536 (2) Boot Hill Cemetery - Dog Creek Section
RS-B428 (1) Neal Cr. Bridge

Compliance with paragraph 16 of FHPM 6-4-1-6 has been met concerning product selection; the plans conform to paragrpaph 5 of FHPM 6-5-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to nonsegregated facilities; the special provisions contain the latest requirements for equal employement opportunity as per FHPM 6-4-1-1.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe, and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status reports previously submitted. All right-of-way has been acquired in accordance with FHPM 6-4-2-1.

Specified products are included in these projects that have been approved in FHPM memorandum dated March 9, 1964 and supplements thereto. A public interest finding has been made for their use.

We certify that the local government involved with the urban system projects listed above has approved the projects as submitted in the PS&E documents.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by previously submitted utility-railroad status reports.

In conformance with FHPM 6-4-2, subsection 1, paragraph 5j, a review of environmental impact and related statements covered in FHPM 7-7-2 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

We certify that procedures promulgated in 36 CFR Part 800 have been pursued and that implementing the subject projects will not affect any properties which are included or eligible for inclusion in the National Register of Historic Places. This statement is supported by a previously submitted cultural resources report.

DAR:df

1979 Long Butte Sec. Rock Production Proj. on The Dalles-California Hwy. 9047

9047

2

March 13, 1980

United States Fidelity & Guaranty Company
P. O. Box 3439
Portland, OR 97208

COM 5
Contract #9047

Gentlemen:

On February 29, 1980, we wrote to you concerning release of final payment on Contract No. 9047 awarded to Knuck-McCall Corp. for the Long Butte Rock Production Project on The Dalles-California Highway in Deschutes County.

Final payment on this contract is $4,265.73 and the total contract amount is $71,720.82. No work was performed under force account.

Sincerely,

Robert W. Gunsen
COMMISSION SERVICES

mm

cc: Knuck-McCall Corp.
4332 Portland Road, N.E.
Salem, OR 97303

bcc: C. T. Keeney
Walt Hart
Dale Allen

3-11-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats No. 8841	Malheur River (Clark Lane) Bridge Harney County	February 11, 1980
Fred H. Slate Co. No. 8756	Remote Section Coos County	February 11, 1980
J. C. Compton Co. No. 8675	Lincoln County Line-Heceta Head Lincoln & Lane Counties	February 11, 1980
Baker Rock Crushing Co. No. 8774	Tualatin Valley Hwy.-S. Nectarine St. (Cornelius) Washington County	February 12, 1980
Jarl Const., Inc. No. 8910	Moro Rock Production Sherman County	February 12, 1980
Hamilton Construction Co. No. 8869	No. 1 Drain & Lost River Diversion Channel Bridges Klamath County	February 18, 1980
R. A. Hatch Co. No. 8767	Agate Beach-NE 20th St. (Newport) Lincoln County	February 19, 1980
Morse Bros. Lincoln Ready Mix, Inc. No. 8983	Depoe Bay (Ellingson St.-Coast Ave.) Lincoln County	February 20, 1980
DANCO Construction, Inc. No. 8920	Hubbard/Broadacres Rd.-Case Rd. Marion County	February 22, 1980
Hamilton Electric, Inc. No. 8931	Pac. Hwy. W @ 19th St. (McMinnville) Yamhill County	February 22, 1980
Central Oregon Pavers, Inc. No. 8932	Crook Co. Line-Ochoco Cr. & Prineville-Dry Creek Crook County	February 22, 1980
Hertz Electric, Inc. No. 8965	Silverton Rd. NE @ Cordon Rd. Marion County	February 25, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const.Co. No. 8942	Ochoco Hwy.-Ochoco Ranger Station Crook County	February 25, 1980
J. B. Steel, Inc. No. 8831	Portland St.-S. 6th Bikeway (Klamath Falls) Klamath County	February 26, 1980
Hamilton Electric,Inc. No. 8911	Wilsonville Rd. @ Boones Ferry Rd. (Wilsonville) Clackamas County	February 26, 1980
Houck-McCall Corp. No. 9047	Long Butte Rock Production Deschutes County	February 27, 1980
Mill Plain Electric, Inc. No. 8846	Cape Creek Tunnel Lane County	February 28, 1980
Cascade Const. Co.,Inc. No. 8752	Pac. Hwy. W-SW 3rd St. (Sherwood) Washington County	February 29, 1980
L. W. Hembree Co. No. 8858	NW St. Helens Rd. @ NW Bridge Ave. Multnomah County	February 29, 1980
C. G. Gredvig, Inc. No. 9005	Coast Range Summit-S. Fork Gales Cr. Washington County	March 4, 1980
Eucon Corp. No. 8886	Pendleton-McKay Reservoir Umatilla County	March 7, 1980
Hamilton Electric,Inc. No. 8930	Empire/Coos Bay Hwy. @ K-Mart Access (Coos Bay) Coos County	March 7, 1980
Copeland Paving,Inc. No. 8896	Watkins St., Schumacher St., Kerby St. (Cave Jct.) Josephine County	March 7, 1980
F. H. McEwen Const.Co. No. 8761	Wagontire-Lake County Line Harney & Lake Counties	March 10, 1980

March 11, 1980

C. T. Keasey
Asst. State Highway Engineer

1979 Seneca Sec. Rock Production Proj. on the John Day-Burns Hwy. 9048

9048

November 21, 1980

E. Garrison Trucking
Box 283
Mt. Vernon, OR 97865

CCH 5
#9048

Attention: Ruth Garrison

Dear Mrs. Garrison:

Thank you for your kind letter of November 9. I am very happy that you got your money and I'm very happy we could help.

Your letter was in reference to a claim filed in August, 1980 for use of a loader in the amount of $2,430. This claim was against Continental Crushing & Leasing, Inc., Contract No. 9048 for the Seneca Rock Production Project in Grant County.

We will notify the contractor and the surety of the receipt of your payment.

Our correct phone number in Salem is 378-6526. Feel free to call at any time that we can help you.

Sincerely,

Robert W. Germann
COMMISSION SERVICES

RWG:dmc

cc: Continental Crushing & Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

NOTED ON CARD
11-21-80 dmc.

Mt. Vernon, Oregon
Nov. 9, 1980

Dear Sir;

You ask me to let you know if we got paid for the bill that Continental Crushing owed us for the Seneca Oregon job.

We finally got paid a couple of weeks ago. My husband tried to call you but didn't have the right number.

Thank you for your help. I'm sure we wouldn't have got our money without your help.

Thank you again

Yours truly,
Ruth Garrison

E. Garrison Trucking
Box 283
Mt. Vernon, Ore. 97865

RECEIVED
NOV 13 1980
OREGON DEPARTMENT OF TRANSPORTATION

#9048

October 30, 1980

Mr. Roy L. Hosek, Jr.
2705 Lancaster Dr., N.E.
Salem, OR 97303

CCR 5
#9048

Dear Mr. Hosek:

Thank you for your memo of October 23 transmitting a letter dated October 21, 1980, from C and B Drilling withdrawing their Notice of Claim against Contract No. 9048.

Our records indicate this was in connection with Continental Crushing and Leasing, Inc., Contract No. 9048 for the Seneca Rock Production Project in Grant County, assignee Roy L. Hosek, Jr. The claim was for drilling in the amount of $9,499.16.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

bcc
cc: Continental Crushing & Leasing, Inc.
62915 Nord Annex Road
Bend, OR 97701

C & B Drilling
560 Wade Street
Madras, OR 97741

U. S. Fidelity & Guaranty Company
P. O. Box 3466
Portland, OR 97208

Noted on Card
10-30-80- dmc

SPEED LETTER®

TO Mr. Robert Gormson
Commission Services
121 Transportation Bldg.

Salem, OR 97310

FROM Fabricators, Inc.

2705 Lancaster Dr. N.E.

Salem, OR 97303

SUBJECT Contract #9048 Seneca

NO. 9 & 10 FOLD

MESSAGE

DATE Oct. 23 19 80

Dear Sir:

Enclosed is a copy of a letter received from C & D Drilling withdrawing their claim on the above project.

SIGNED Sarah Kennedy, Payroll Clerk

REPLY

DATE 19

Mr. Roy L. Houck, Jr.
2705 Lancaster Dr. N.E.
Salem, OR 97303

NO. 10 FOLD

RECEIVED
OCT 24 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SIGNED

1072

GreyLine "SNAP-A-WAY" FORM 44-905 4 PARTS
WILSON JONES COMPANY • © 1963 • PRINTED IN U.S.A.

RETAIN WHITE COPY, RETURN PINK COPY

C & D Drilling
960 Wade St.
Madras, OR 97741

October 21, 1980

Roy L. Houck, Jr.
2705 Lancaster Dr. N.E.
Salem, OR 97303

Re: Claim on Seneca, OSHD Contract #9048.

Dear Sir:

This will acknowledge that Continental Crushing & Leasing and/or Roy L. Houck, Jr. as guarantor do not owe C & D Drilling any money on Contract #9048 and our notice of claim to the Oregon State Highway Department is hereby withdrawn.

C & D DRILLING

Bob K Davis
BY: BOB DAVIS

Brenda Davis
BY: BRENDA DAVIS

Leo L Casey
BY: LEO CASEY

RECEIVED
OCT 24 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9041

H. S. Coulter
Jack Sollis
C. T. Keasey
Bob Church
Jan Peterson
Warren Richards
W. E. Schwartz
Walt Hart

October 17, 1980

U.S. Fidelity & Guaranty Company
P. O. Box 3459
Portland, OR 97208

COM 5
#6048

Gentlemen:

This is a follow-up to our letter of September 15, 1980, concerning Continental Crushing and Leasing, Inc., Contract No. 5113 for the Seneca Rock Protection Project on the John Day-Burns Highway in Grant County.

We have been advised by our Chief Counsel that release of the funds on this contract can now be made. This contract was completed on September 25, 1980, and accepted by the State Highway Division on October 3, 1980.

Final payment in the amount of $32,741.13 will be released to Ray L. Houck, Jr., assignee on the contract, after October 22, 1980. The total contract amount is $123,693.88 and no work was performed under force account.

You have been advised previously of claims filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

fkm:kkr
cc: Continental Crushing & Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

Ray L. Houck, Jr.
2705 Lancaster Drive, S.E.
Salem, OR 97302

Mr. J. C. Van Voorhees
Attorney at Law
P. O. Box 623
Prineville, OR 97754

Mr. Tom Brand
Attorney at Law
965 Liberty Street, S.E.
Salem, OR 97302

DEPARTMENT OF JUSTICE

Memorandum

TO: Bob Gormsen
Manager, Commission Services Section

DATE: October 17, 1980

FROM: Jack L. Gollis
Assistant Attorney General & Counsel

SUBJECT: Contract #9048 and #9049

This is to advise you that it is now appropriate to release all monies on the above contracts to Mr. Houck. Attached please find a letter from the bonding company acknowledging the fact that they have received Mr. Houck's Power of Attorney and that Mr. Houck is evidently handling the claims that have been filed against the contractor.

JLS:hg
Attachment

NOTED
R. W. GORMSEN

UNITED STATES FIDELITY AND GUARANTY COMPANY
FIDELITY AND GUARANTY LIFE INSURANCE COMPANY
520 S.W. SIXTH AVENUE • P.O. BOX 3459 • PORTLAND, OREGON 97208 • PHONE 503-221-0221

DONALD S. ROACHE
MANAGER

October 8, 1980

NOTED
JACK L. SOLLIS

Department of Transportation
Transportation Bldg.
Salem, Oregon 97310

Attention: Jack Sollis

Re: CON5 #9049
Claim No. 6300S 5000354-3 and 353-5
Principal: Continental Crushing and Leasing

Dear Mr. Sollis:

Per our telephone conversation we have received copies of the Power of Attorney from Roy Houck, Jr. which gives him the power of attorney for Contract No. 9048 for the Basque - Rock Production project and/or Contract No. 9049 for the Seneca Rock Production project. We understand the State will be releasing the monies to Mr. Houck, Jr. Mr. Houck is aware of the claim Garrison Trucking has made against the Seneca job #9048 and he has notified them of his power of attorney.

Sincerely,

Joyce Cain mcm

Joyce Cain
Claims Adjuster

JC:mcm

Mr. Roy L. Houck, Jr.
2705 Lancaster Dr. N.E.
Salem, OR 97303

September 26, 1980

Mr. Barry Hatcher
Resident Engineer
P.O. Box 31
Burns, OR 97722

RE: Contract #9048 with Continental Crushing & Leasing.

Dear Barry:

Attached is a copy of a Power of Attorney executed by Continental Crushing & Leasing and Leo Casey. It should be self-explanatory.

Would you please forward all correspondence and documents requiring signature or further action to me.

Sincerely,

Roy L. Houck, Jr.

RLH:slk

cc Jack Sollis
cc United States Fidelity & Guaranty Co.
cc Tom Brand, Attorney

10-6-80
cc Bob Church
Jon Peterson

RECEIVED
SEP 29 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sept. 26, 1980

State of Oregon

County of Marion

C E R T I F I C A T I O N

I certify that the attached documents are a true copy of the original copies.

Lynn K. Koppang

LYNN K. KOPPANG
Notary Public for Oregon

My Commission expires 5-15-82

FORM No. 15—POWER OF ATTORNEY. STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR. 97204

TK

KNOW ALL MEN BY THESE PRESENTS, That I, CONTINENTAL CRUSHING AND LEASING, INC.

have made, constituted and appointed and by these presents do make, constitute and appoint
ROY L. HOUCK, JR.

my true and lawful attorney, for me and in my name, place and stead and for my use and benefit, to

sign any and all documents or statements, on behalf of Continental Crushing and Leasing, Inc, which relate to either of the following two contracts:
1. Contract No. 9048, for Basque Rock Production Project,
2. Contract No. 9049, for Seneca Rock Production Project.

CORPORATE ACKNOWLEDGMENT

STATE OF ..... } ss.
County of ..... }

BE IT REMEMBERED, That on this, the ..... *day of* ....., *19*....., *before me, a Notary Public in and for said county and state, personally appeared* Leo Casey *and* Sandra Casey, *both to me personally known, who being duly sworn, did say that he, the said* Leo Casey *is the secretary of is the president, and he, the said* Sandra Casey *of* Continental Crushing and Leasing, Inc., *the within named corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that the said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors, and said* Leo Casey *and* Sandra Casey *acknowledged said instrument to be the free act and deed of said corporation.*

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal on this, the day and year first in this, my certificate, written.

Lynn A. Kopang
Notary Public for OREGON
My commission expires 5-15-82

(SEAL)

Sandra Casey, Secretary

STATE OF OREGON, County of MARION) ss.

Personally appeared the above named .....

and acknowledged the foregoing instrument to be ..... *voluntary act and deed.*

Before me: Lynn A. Kopang
Notary Public for Oregon. My commission expires 5-15-82

(OFFICIAL SEAL)

POWER OF ATTORNEY
(FORM No. 15)

Continental Crushing and Leasing, Inc.

TO

Roy L. Houck, Jr.

AFTER RECORDING RETURN TO

Roy L. Houck, Jr.

NAME, ADDRESS, ZIP

SPACE RESERVED FOR RECORDER'S USE

STATE OF OREGON, } ss.
County of .....

I certify that the within instrument was received for record on the day of ....., *19*....., *at* ..... *o'clock* ..... *M., and recorded in book* ..... *on page* ..... *or as file/reel number* ....., *Record of* ..... *of said County.*

Witness my hand and seal of County affixed.

Recording officer.

By .....
Deputy.

FORM No. 15—POWER OF ATTORNEY. STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR. 97204

TK

KNOW ALL MEN BY THESE PRESENTS, That I, CONTINENTAL CRUSHING AND LEASING, INC.

have made, constituted and appointed and by these presents do make, constitute and appoint
ROY L. HOUCK, JR.

my true and lawful attorney, for me and in my name, place and stead and for my use and benefit, to

sign any and all documents or statements, on behalf of Continental Crushing and Leasing, Inc, which relate to either of the following two contracts:

1. Contract No. 9048, for Basque Rock Production Project,
2. Contract No. 9049, for Seneca Rock Production Project.

giving and granting unto my said attorney full power and authority to do and perform all and every act and thing whatsoever requisite and necessary to be done, as fully, to all intents and purposes, as I might or could do if personally present, hereby ratifying and confirming all that my said attorney shall lawfully do or cause to be done, by virtue hereof.

In construing this instrument and where the context so requires, the singular includes the plural.

Dated 7-24, 19[illegible]

CONTINENTAL CRUSHING AND LEASING, INC.

by [signature]
Leo Casey, President

by [signature]
Sandra Casey, Secretary

STATE OF OREGON, County of MARION *) ss.*

Personally appeared the above named [signature] *and acknowledged the foregoing instrument to be* [signature] *voluntary act and deed.*

Before me: [signature]
Notary Public for Oregon. My commission expires 6-15-82

(OFFICIAL SEAL)

POWER OF ATTORNEY
(FORM No. 15)

Continental Crushing and Leasing, Inc.

TO

Roy L. Houck, Jr.

AFTER RECORDING RETURN TO

Roy L. Houck, Jr.

NAME, ADDRESS, ZIP

SPACE RESERVED FOR RECORDER'S USE

STATE OF OREGON, } *ss.*
County of .....

I certify that the within instrument was received for record on the ..... *day of* ....., *19* ....., *at* ..... *o'clock* ..... *M., and recorded in book* ..... *on page* ..... *or as file/reel number* ....., *Record of* ..... *of said County.*

Witness my hand and seal of County affixed.

.....
Recording officer.

By .....
Deputy.

9071

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY files

ASSISTANT STATE HIGHWAY ENGINEER

10-8-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

C. T. Keasey
Asst. State Highway Engineer

9048

October 3, 1980

Mr. Tom Brand
965 Liberty S.E.
Salem, Oregon 97302

Mr. Brand;

I worked for Frontier Rock, owned by Leo Casey, on the Seneca Road Production Project on the John Day-Burns Highway in Grant County. Project contract #9048.

They have not paid me for the clean up work on July 25 and 26 totaling 11½ hrs.

Would you please advise me of any recorse I have.

Sincerely,

Boyd L Bezona

Boyd Bezona

cc: Robert W. Garmsen, Dept. of Transportation

Note: This letter appears to be for augmentation only and not action by ODOT.

— Purg. 10-10-80

RECEIVED
OCT 10 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#9048

1-16-80

files

Mt. Vernon, Ore.
Sept. 16, 1980

#9048

Dear Mr. Robert Garman

This is a copy of the second bill I mailed to Continental Crushing on Sept. 10. The still have not been paid.

Yours truly
Mrs. Ruth Garrison

E. Garrison Trucking
Box 283
Mt. Vernon, Oregon 97865

932-4505

NOTED
FRAN NEAVOLL

9-18-80
Bob Garmsen called this Garrison & could has to notify county direct. No written reply necessary - fran

RECEIVED
SEP 18 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Date Sept 10 1980

e Crushing & Leasing
Loyd Acres Ld.
Ore. 97701

	Date	
Rental	2250	2430 ce
5½ pub.		36 45
Total		$2466 45

Selling

RECEIVED
SEP 18 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rediform ®
8K 882

STATEMENT

files

E. GARRISON TRUCKING
BOX 233
MT. VERNON, ORE. 97865

Date Sept. 10 1980

To Continental Crushing & Leasing

Address 62910 Boyd Acres Rd.

City Bend, Ore. 97701

Acct.		Date		
108	Loader Rental	22	50	2430 00
	Interest 1½% per mo.			36 45
	Total			$2466 45

2nd Billing

RECEIVED
SEP 18 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rediform 8K 882

STATEMENT

9048

bc: H. S. Coulter
Jack Sollis
C. T. Keasey
Bob Church
Jon Peterson
Warren Richards
W. E. Schwartz

September 15, 1980

U. S. Fidelity & Guaranty Company
P. O. Box 3459
Portland, OR 97208

OCR #
#9048
#9049

Gentlemen:

This is a follow-up to our letter of August 1, 1980, concerning withholding payments to Continental Crushing and Leasing, Inc., assigned to Ray L. Houck, Jr., on Contract Nos. 9048 and 9049 for the Bourne and Sexton Rock Production Projects.

We have been notified that the Judge has signed an Order releasing payments to the assignee on these two contracts.

On Contract No. 9049, we are advising our Accounting Office to release any payments due on this contract to the assignee.

On Contract No. 9048, we are withholding payment until a prior agreement is enforced to the state and further advice from our Chief Counsel Jack Sollis. We will notify you when release is made on this contract.

Sincerely,

Robert W. Gormsen
CONSTRUCTION SERVICES

cc: Continental Crushing & Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

Ray L. Houck, Jr.
3700 Lancaster Drive, NE
Salem, OR 97305

Mr. Tom Brand
Attorney at Law
965 Liberty Street, SE
Salem, OR 97301

Mr. J. C. Van Voorhees
Attorney at Law
P.O. Box 623
Prineville, OR 97754

P.S. This is also in response to your letter of 9-12-80 to H. S. Coulter.

9-15-80 Mailed

BRAND, LEE, FERRIS & EMMICK
ATTORNEYS AT LAW
965 LIBERTY STREET S.E. • SALEM, OREGON 97302 • PHONE (503) 588-1500

MESSAGE

TO Jack Sollis, Esq.

DATE 4 September 1980

re: Roy L Houck, Jr.

SUBJECT Basque Section Rock MP#9049 Contract

Seneca Section Rock # 9048 Contract

Dear Jack,

Following up my phone call of today, I enclose herewith copy of motion by Plaintiff in two cases which tied up money owed on the two above jobs, which motion is to release the money so tied up, and copy of proposed order. I haveno doubt that the Judge will sign the orders, and when he does so, Iwill notify you. I hope that this will then release the money per our call

SIGNED Tom Brand

REPLY

DATE

Order signed 9-11-80 (SS) to release payments on Contract 9049.

Order signed 9-11-80 (SS) to pay 9048 on Judgment.

SIGNED

Form 48-R93 © The Drawing Board, Inc. Box 655, Dallas, Texas Instructions to Sender: 1. Keep yellow copy. 2. Send white and pink copies each enclosed letter. Instructions to Receiver: 1. Write Reply. 2. Detach slip, keep pink copy, return white copy to sender.

JAMES F. BODIE
JAMES B. MINTURN
JAMES C. VAN VOORHEES
JAMES F. LARSON
STEPHEN D. DIXON

BODIE, MINTURN, VAN VOORHEES,
LARSON & DIXON
ATTORNEYS AT LAW
203 N. MAIN - P.O. BOX 623
PRINEVILLE, OREGON
97754

PHONE 447-4146
AREA CODE 503

RODNEY R. GLANTZ
(1938-1971)

RECEIVED
AUG 14 1980
LEGAL

August 12, 1980

Joyce Crow
USFS Box
P.O. 1405
Pendleton
97801

Mr. H. Scott Coulter
State Highway Engineer
Transportation Building
Salem, Oregon 97310

Re: Munkres vs. Continental Crushing & Leasing and Leo Casey
Overall Petroleum Co. vs. Continental Crushing & Leasing
and Leo Casey

Dear Mr. Coulter:

You are hereby authorized to release those sums that the defendant, Continental Crushing & Leasing, Inc. assigned to Roy L. Houck, Jr. with regard to Contract No. 9048 with the Seneca Section of the John Day-Burns Highway and Contract No. 9049 relating to the Basque Section of Highway I.O.N., pursuant to the request which I received on August 11, 1980 from Thomas B. Brand, attorney for Roy L. Houck, Jr. If you have any questions regarding this do not hesitate to contact me.

If there are other funds that have been assigned to other parties, please notify me.

Sincerely,

J. C. Van Voorhees

rh

cc: Thomas B. Brand
Overall Petroleum Co., Inc.
Ken Munkres

RECEIVED
STATE HWY ENGR
AUG 14 '80
REFER TO
FOR

Kastey
Jedmond
Hopkins
Williams
Johnson
Olson
RECEIVED
AUG 14 1980
CONSTRUCTION
BRANCH
Richards
Berg
Inlow
Widmer
Gebauer
Church

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

OVERALL PETROLEUM CO., INC., an Oregon corporation, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	) No.) MOTION

Comes now the plaintiff and moves the court for an order that the sums due under assignment to Roy L. Houck, Jr. with regard to two contracts, which are the Basque Section Rock M.P. 90.98 on I.O.N. Malheur County, Contract No. 9049, and Seneca Section Rock Production Project John Day - Burns Highway, Grant County, Contract No. 9048, be released to the assignee, Roy L. Houck, Jr., without violation of previous orders entered by this court.

Respectfully submitted

RODIE, MINTURN, VAN VOORHEES, LARSON & DIXON

/s/ J. C. VAN VOORHEES

By J. C. Van Voorhees
Of Attorneys for Plaintiff

A CERTIFIED TRUE COPY

ATTORNEY FOR Plat

1 and Last - MOTION

RODIE, MINTURN, VAN VOORHEES, LARSON & DIXON
ATTORNEYS AT LAW
P. O. BOX 428
REVILLE, ORE. 97754
(503) 447-4146

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

KEN MUNKRES, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	No. MOTION

Comes now the plaintiff and moves the court for an order that the sums due under assignment to Roy L. Houck, Jr. with regard to two contracts, which are the Basque Section Rock M.P. 90.98 on I.O.N. Malheur County, Contract No. 9049, and Seneca Section Rock Production Project John Day - Burns Highway, Grant County, Contract No. 9048, be released to the assignee, Roy L. Houck, Jr., without violation of previous orders entered by this court.

Respectfully submitted

BODIE, MINTURN, VAN VOORHEES, LARSON & DIXON

/s/ J. C. VAN VOORHEES

By J. C. Van Voorhees
Of Attorneys for Plaintiff

A CERTIFIED TRUE COPY

ATTORNEY FOR

BODIE, MINTURN, VAN VOORHEES, LARSON & DIXON
ATTORNEYS AT LAW
P. O. BOX 035
BEND, ORE. 97709

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

KEN MUNKRES, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC. and LEO CASEY, Defendants.	No. ORDER

Upon application of the plaintiff, it is hereby ordered that the sums due under assignment to Roy L. Houck, Jr. with regard to two contracts, which are the Basque Section Rock M.P. 90.98 on I.O.N. Malheur County, Contract No. 9049, and Seneca Section Rock Production Project John Day - Burns Highway, Grant County, Contract No. 9048, may be released to the assignee, Roy L. Houch, Jr., without violation of previous orders entered by this court.

DATED this ___ day of August, 1980.

.....

Circuit Court Judge

A CERTIFIED TRUE COPY

ATTORNEY FOR: P&G

1 and Last - ORDER

JOIE, MINTURN, VAN VOORHEES, ARNOLD & DIXON
ATTORNEYS AT LAW
P.O. BOX 490
BEND, OREGON 97709
(503) 647-4148

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

OVERALL PETROLEUM CO., INC., an Oregon corporation, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC. and LEO CASEY, Defendants.	No. ORDER

Upon application of the plaintiff, it is hereby ordered that the sums due under assignment to Roy L. Houck, Jr. with regard to two contracts, which are the Basque Section Rock M.P. 90.98 on I.O.N. Malheur County, Contract No. 9049, and Seneca Section Rock Production Project John Day - Burns Highway, Grant County, Contract No. 9048, may be released to the assignee, Roy L. Houch, Jr., without violation of previous orders entered by this court.

DATED this ___ day of August, 1980.

Circuit Court Judge

A CERTIFIED TRUE COPY

ATTORNEY FOR Plf

1 and Last - ORDER

ODIE, HINTUSH, VAN VOORHEES, ARSON & DIXON
ATTORNEYS AT LAW
P.O. BOX 848
CRESCENT CITY, OREGON 97724
(503) 464-4146

54771

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
SEP 10 1980
NORMA PAULUS
SECRETARY OF STATE

September 8, 1980

C & D Drilling
960 Wade Street
Madras, OR 97741

Attention: Robert J. Davis

FILED
SEP 10 1980
NORMA PAULUS
SECRETARY OF STATE

CON 5
#9048

Gentlemen:

This is in response to your letter of August 20, in which you ask about the Continental Crushing & Leasing, Inc., Contract No. 9048 for the Seneca Rock Production Project in Grant County.

Oregon Law allows you to file a notice of claim against the contractor. Because your letter contains all the elements of a notice of claim, we will consider it to be that.

Your letter states this claim is for drilling in the amount of $9,499.16.

Under the law we then file that claim with the Secretary of State's office along with this letter. We also send copies of our letter and claim to the prime contractor and the surety. We will do all of these things.

Please notify this office when the claim has been settled.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Continental Crushing & Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

U. S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Noted on card
9-15-80 done

C & D DRILLING
960 Wade St.
Madras, Oregon 97741
(503) 475-2412

August 20, 1980

State of Oregon
Department of Transportation
Transportation Building - Rm. 121
Salem, Oregon 97310

Att: Robert Gormsen, Commission Services

Dear Sir:

We are writing regarding state contract #9048, Seneca Rock production job. We did the drilling on this job for Continental Crushing & Leasing Inc. of Bend, Oregon and we have not received payment for this work. The total amount of our claim is $9,499.16.

Please let us know the procedure for pursuing the collection of this claim.

Very truly yours,
C & D DRILLING
Robert J. Davis
Robert J. Davis, Owner

RJD/bgd

RECEIVED
AUG 26 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7048 5469

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 28 1980
NORMA PAULUS
SECRETARY OF STATE

August 27, 1980

IN REPLY REFER TO
FILE NO.:

COM 5
#9048

Ms. Ruth Garrison
E. Garrison Trucking
Box 283
Mt. Vernon, OR 97865

RECEIVED
AUG 29 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
AUG 28 1980
NORMA PAULUS
SECRETARY OF STATE

Dear Ms. Garrison:

This will acknowledge receipt of your letter of August 12 stating that Continental Crushing owes you $2,430 for use of your loader in connection with a Highway Division job in Seneca.

This appears to be in reference to our Contract No. 9048 awarded to Continental Crushing and Leasing, Inc., for the Seneca Rock Production Project on the John Day-Burns Highway in Grant County.

The United States Fidelity and Guaranty Company furnished the bond on this contract. We will advise the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Continental Crushing and Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

Notice on Land
9-2-80 dmc

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Mt. Vernon, Oregon
Aug 12, 1980

Dear Sir:

I am writing in response to your phone call on Aug. 5, 1980.

In the past we have had trouble collecting money for work we have done for Continental Crushing.

This summer their loader broke down on a job they were doing for the State Highway Dept. in Seneca, Ore. They used our loader for 7 days. They came for it on June 30, 1980 about 10:00 A.M. Since they used it for 2 shifts each day we counted the first day as 12 hrs. June 30, 16 hrs. July 1, 16 hrs July 2, 14 hrs July 3, 16 hrs. July 7 16 hrs. July 8, and 16 hrs July 9, for a total of 108 hrs. at $22.50 per hr. in $2430.00. They returned it on July 10th.

I don't know for sure if they were operating under the name of Continental Crushing or Frontier. I understand they have changed their name again.

Thank you for any help you can give us.

Yours truly
Ruth Garrison

E. Garrison Trucking
Box 283
Mt. Vernon, Ore. 97865

JAMES F BODIE
JAMES B. MINTURN
JAMES C VAN VOORHEES
JAMES F LARSON
STEPHEN D DIXON

BODIE, MINTURN, VAN VOORHEES,
LARSON & DIXON
ATTORNEYS AT LAW
203 N. MAIN - P.O. BOX 623
PRINEVILLE, OREGON
97754

PHONE 447-4146
AREA CODE 503

RODNEY R. GLANTZ
(1936-1971)

August 12, 1980

Mr. H. Scott Coulter
State Highway Engineer
Transportation Building
Salem, Oregon 97310

Re: Munkres vs. Continental Crushing & Leasing and Leo Casey
Overall Petroleum Co. vs. Continental Crushing & Leasing and Leo Casey

Dear Mr. Coulter:

You are hereby authorized to release those sums that the defendant, Continental Crushing & Leasing, Inc. assigned to Roy L. Houck, Jr. with regard to Contract No. 9048 with the Seneca Section of the John Day-Burns Highway and Contract No. 9049 relating to the Basque Section of Highway I.O.N., pursuant to the request which I received on August 11, 1980 from Thomas B. Brand, attorney for Roy L. Houck, Jr. If you have any questions regarding this do not hesitate to contact me.

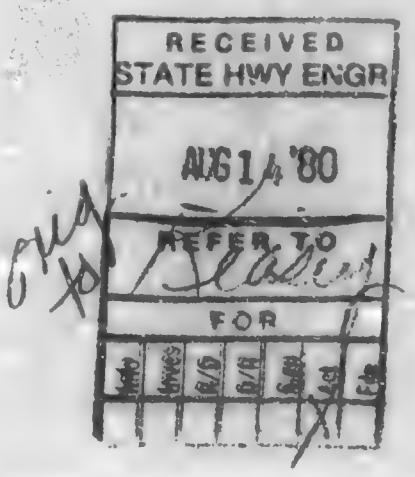
If there are other funds that have been assigned to other parties, please notify me.

Sincerely,

J. C. Van Voorhees

rh

cc: Thomas B. Brand
Overall Petroleum Co., Inc.
Ken Munkres



9048

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Seneca Rock Production	WEEK ENDING: 8/9/80
		SECTION PREFIX: 12-8339
	HIGHWAY: John Day - Burns	COUNTY: Grant
NAME OF JOB	KIND OF WORK: Rock Production	
CONTRACTOR: Continental Crushing & Leasing, Inc.	CONTRACT NUMBER: 9048	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 20, 1979	DATE WORK STARTED: March 24, 1980	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $159,864.75	SPECIFIED COMPLETION DATE: June 30, 1980	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $147,188.25	ENGINEERING AUTHORIZATION: $12,676.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $126,765.00	ENGINEERING COST TO DATE: $5,854.63	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 82
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 14 %	PERCENT OF AUTHORIZATION 46 %	DATE PROJECT WAS COMPLETED: July 9, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			15,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			13,525 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			13,525 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Sunny -- Hot			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	" "			
SATURDAY				

RECEIVED
AUG 11 1980
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

3 SUNDAY	No work.
4 MONDAY	No work.
5 TUESDAY	No work.
6 WEDNESDAY	No work.
7 THURSDAY	No work.
8 FRIDAY	No work.
9 SATURDAY	No work.

REMARKS

Semifinal submitted.

FINAL REPORT.

SIGNED B. N. Hatcher LOCATION Burns

B. N. Hatcher, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9048

August 1, 1990

U. S. Fidelity & Guaranty Company
P. O. Box 1450
Portland, OR 97208

Gentlemen:

Concerning Contract Nos. 9048 and 9049 awarded to Continental Crushing and Leasing, Inc., assigned to Ray L. Hewek, Jr., for the Bosque and Benson Rock Production Projects, no further payments will be made by the State until ordered by the Court.

For your information, attached are copies of the Orders, Affidavits, Motions and Undertakings concerning this matter.

If you have any questions, please contact our Chief Counsel, Jack Sollis, at 378-4239.

Sincerely,

Robert W. Garrison
CONSTRUCTION SERVICES

kkw
Attachments

cc: Continental Crushing & Leasing, Inc.
63918 Boyd Acres Road
Bend, OR 97701

Ray L. Hewek, Jr.
2705 Lancaster Drive NE
Salem, OR 97303

bc: Jack Sollis
C. Y. Kenney (Attn: Warren Richards)

L-7884

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

OVERALL PETROLEUM CO., INC., an Oregon corporation, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	)	No. AFFIDAVIT

Contd #
9048
9049

STATE OF OREGON)
) ss.
County of Crook)

I, BILL OVERALL, having been duly sworn, depose and say as follows:

I am the President of Overall Petroleum Co., Inc. All of the facts set forth in the complaint filed in the above entitled matter are true. Continental Crushing & Leasing, Inc. is an Oregon corporation, to the best of my knowledge, and is located at 62910 Boyd Acres Road, Bend, Oregon. The underlying claim is not based upon a consumer transaction and no provisional process by the motion for injunction filed herewith is sought. The property sought to be enjoined from transfer is money of the United States which is owed by the State of Oregon, by and through its Highway Department, to the defendants. The plaintiff's claim to provisional process is not based upon ownership, entitlement to possession or a security interest, but is based upon a need to protect the plaintiff and to secure payment of the sums claimed under

DIE, MINTURN, AN VOORHEES, ARSON & DIXON ORNEYS AT LAW ... OR 97754 ... 447 4148

the complaint, which are owed by the defendants, in the probable and likely event that judgment is entered against the defendants in the above entitled matter.

I have personal knowledge that the defendants are not secure financially and owe bills of over one-hundred thousand dollars. I understand and believe from statements that I have heard that the defendants are seeking to avoid their creditors by doing business under another name. It is my information and belief, however, that the defendants are crushing rock within Grant County, Oregon, and that there are or will shortly be sums owed to the defendants by the State of Oregon through its Highway Department.

There are other creditors of the defendants, and if a provisional process is not granted, these monies may be paid out in preference.

The claimed property is not wrongfully detained, nor has it been taken by public authority for tax assessment or fine. The claimed property is not held under execution, garnishment or other legal or equitable process. The defendants have not waived their right to be heard.

There is a serious danger of the corporation not getting paid unless the corporation can secure the money with which this judgment will have to be paid. I personally know of no other substantial assets other than the money owed by the State of Oregon to the defendants that the defendants have except for their machinery and equipment, which I understand

...DIE MINTORN,
...AN VOORHIES,
...ARSON & DIXON
...TORNEYS AT LAW
...(541) 447-6169

is fully mortgaged.

If I am unable to have a fund from which to collect my judgment, irreparable injury, damage and loss will occur. By the court issuing an injunction against the State of Orogon in this particular situation, it will also protect the rights of other creditors against the defendants removing the funds or transferring them to another corporation.

I do not believe that there is any reasonable probability that the defendants can establish a successful defense to the underlying claim.

DATED this 15 day of July, 1980.

Bill Overall

SUBSCRIBED AND SWORN to before me this 15 day of July, 1980.

NOTARY PUBLIC FOR OREGON
My Commission Expires: 12-22-80

A CERTIFIED TRUE COPY

ATTORNEY FOR PD

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

OVERALL PETROLLUM CO., INC., an Oregon corporation,	)	
Plaintiff,	)	No.
vs.	)	MOTION
CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY,	)	
Deferdants.	)	

Comes now the plaintiff and moves this court for its order directed to the defendants and to the State of Oregon restraining the defendants and the State of Oregon from transferring, removing or otherwise disposing of any sums owed by the State of Oregon or its various agencies to the defendants pending a show cause hearing of this matter, which shall be heard at the earliest practical time upon application by the defendants.

Respectfully submitted

BODIE, MINTURN, VAN VOORHEES, LARSON & DIXON

/s/ J. C. VAN VOORHEES

By J. C. Van Voorhees
Of Attorneys for Plaintiff

CERTIFIED TRUE COPY

ATTORNEY FOR PLF

BODIE, MINTURN, VAN VOORHEES, LARSON & DIXON ATTORNEYS AT LAW

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

OVERALL PETROLEUM CO., INC., an Oregon corporation, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	No. UNDERTAKING

WHEREAS, The Circuit Court of the State of Oregon for the County of Crook has ordered a provisional remedy in the above entitled matter subject to the filing of a bond in the form required by ORS Chapter 32.

NOW, THEREFORE, we the undersigned, Overall Petroleum Co., Inc. as principal and Bill Overall as surety do hereby jointly and severally undertake and bind ourselves, our successors, heirs, personal representatives and devisees in the sum of $ 1,000.00; and that we will pay all costs and disbursements that may be decreed to the defendants and such damages, not exceeding the amount hereinabove specified, as the defendants might sustain by reason of the injunction in the above entitled matter if the same be wrongful or without sufficient cause.

DONE AND DATED this 18 day of July, 1980.

OVERALL PETROLEUM CO., INC.

By _____
Principal

BIRNBAUM, ANDERSON, VOORHEES, ASOM & PRIOR ATTORNEYS AT LAW

Bill Overall, Surety

STATE OF OREGON)
) ss.
County of Crook)

I, BILL OVERALL, whose name is subscribed to the within undertaking as surety, being first duly sworn, say:

That I am a resident and freeholder within the State of Oregon, that I am not a counselor or attorney at law, sheriff, clerk or any other officer of any court and that I am worth the sum of $ _____ over and above all debts and liabilities exclusive of property exempt from execution.

DATED this 18th day of July, 1980.

Bill Overall

SUBSCRIBED AND SWORN to before me this 18th day of July, 1980.

Rae Nan Haynes
NOTARY PUBLIC FOR OREGON
My Commission Expires: 12-14-83

A CERTIFIED TRUE COPY
ATTORNEY FOR [illegible]

DIX, MINTURN, AN VOORHEES, LESON & DIXON
ATTORNEYS AT LAW
P O BOX 878
PRINEVILLE, OR 97754
(503) 447-4145

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

OVERALL PETROLEUM CO., INC., an Oregon corporation, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	) No.) ORDER

IT IS HEREBY ORDERED that the defendants, the State of Oregon, the Treasurer of the State of Oregon, and the Highway Division of the Department of Transportation of the State of Oregon are restrained from transferring or otherwise disposing of any sums now owed or which may become owed by the State of Oregon or the Highway Division of the Department of Transportation of the State of Oregon to the defendants or either of them pending further order of this court during the pendency of this proceeding.

Upon the request of the defendants, this court shall schedule a show cause hearing at the earliest practical time.

Even if the defendant does not request a show cause hearing, a show cause hearing shall be held in the Circuit Court of Deschutes County on ~~July 21~~ August 4, 1980 at 2:30 o'clock p.m. at which time the defendants or any other person served with a copy of this order may appear and show cause, if any there be, why this order should not be continued during the pendency

of this proceeding.

IT IS FURTHER ORDERED that a copy of this order shall be served upon the defendants in the manner of service of a summons.

This order shall become effective when an undertaking has been filed by the plaintiff in the amount $ 1,000.00 in the form attached hereto as EXHIBIT "A" and incorporated herein as if set forth in full.

If no one appears at the hearing set for ~~July 28~~ August 4, 1980 or such earlier hearing as is set by this court, this order shall remain in force during the pendency of these proceedings

DATED this 17th day of July, 1980.

Thomas M. Meagher
Circuit Court Judge

A CERTIFIED TRUE COPY

ATTORNEY FOR Pltf

2 and Last - ORDER

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

OVERALL PETROLEUM CO., INC., an Oregon corporation,	)	
	)	No.
Plaintiff,	)	
	)	UNDERTAKING
vs.	)	
	)	
CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY,	)	
	)	
Defendants.	)	

WHEREAS, The Circuit Court of the State of Oregon for the County of Crook has ordered a provisional remedy in the above entitled matter subject to the filing of a bond in the form required by ORS Chapter 32.

NOW, THEREFORE, we the undersigned, Overall Petroleum Co., Inc. as principal and Bill Overall as surety do hereby jointly and severally undertake and bind ourselves, our successors, heirs, personal representatives and devisees in the sum of $ 1,000.00, and that we will pay all costs and disbursements that may be decreed to the defendants and such damages, not exceeding the amount hereinabove specified, as the defendants might sustain by reason of the injunction in the above entitled matter if the same be wrongful or without sufficient cause.

DONE AND DATED this 18 day of July, 1980.

OVERALL PETROLEUM CO., INC.

By B. J. Overall, Pres.
Principal

1 - UNDERTAKING
EXHIBIT "A"

Bill Overall
Bill Overall, Surety

STATE OF OREGON)
) ss.
County of Crook)

I, BILL OVERALL, whose name is subscribed to the within undertaking as surety, being first duly sworn, say:

That I am a resident and freeholder within the State of Oregon, that I am not a counselor or attorney at law, sheriff, clerk or any other officer of any court and that I am worth the sum of $ 2,000.00 over and above all debts and liabilities exclusive of property exempt from execution.

DATED this 18th day of July, 1980.

Bill Overall
Bill Overall

SUBSCRIBED AND SWORN to before me this 18 day of July, 1980.

Barbara Wayne
NOTARY PUBLIC FOR OREGON
My Commission Expires: 12-14-83

Attorney

2 and Last - UNDERTAKING

State Highway Engineer

L-7883

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

KEN MUNKRES,

Plaintiff,

vs.

CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY,

Defendants.

No.

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Deschutes)

I, KEN MUNKRES, having been duly sworn, depose and say as follows:

I am an Agent for Chevron Products. All of the facts set forth in the complaint filed in the above entitled matter are true. Continental Crushing & Leasing, Inc. is an Oregon corporation, to the best of my knowledge, and is located at 62910 Boyd Acres Road, Bend, Oregon. The underlying claim is not based upon a consumer transaction and no provisional process by the motion for injunction filed herewith is sought. The property sought to be enjoined from transfer is money of the United States which is owed by the State of Oregon, by and through its Highway Department, to the defendants. The plaintiff's claim to provisional process is not based upon ownership, entitlement to possession or a security interest, but is based upon a need to protect the plaintiff and to secure payment of the sums claimed

ODIE MINTURN, VAN VOORHEES, JARSON & DIXON
ATTORNEYS AT LAW
P O BOX 673
EVILLE, ORE 97754
(503) 447-4148

7-21-80 4.15
F.S.D. H
for DA

under the complaint, which are owed by the defendants, in the probable and likely event that judgment is entered against the defendants in the above entitled matter.

I have personal knowledge that the defendants are not secure financially and owe bills of over one-hundred thousand dollars. I understand and believe from statements that I have heard that the defendants are seeking to avoid their creditors by doing business under another name. It is my information and belief, however, that the defendants are crushing rock within Grant County, Oregon, and that there are or will shortly be sums owed to the defendants by the State of Oregon through its Highway Department.

There are other creditors of the defendants, and if a provisional process is not granted, these monies may be paid out in preference.

The claimed property is not wrongfully detained, nor has it been taken by public authority for tax assessment or fine. The claimed property is not held under execution, garnishment or other legal or equitable process. The defendants have not waived their right to be heard.

There is a serious danger of the corporation not getting paid unless the corporation can secure the money with which this judgment will have to be paid. I personally know of no other substantial assets other than the money owed by the State of Oregon to the defendants that the defendants have except for their machinery and equipment, which I

ORIE, MINTURN, VAN VOORHEES, ARGOR & DIXON
ATTORNEYS AT LAW
P.O. BOX 629
BEND, OR 97709
(503) 382-4140

understand is fully mortgaged.

If I am unable to have a fund from which to collect my judgment, irreparable injury, damage and loss will occur. By the court issuing an injunction against the State of Oregon in this particular situation, it will also protect the rights of other creditors against the defendants removing the funds or transferring them to another corporation.

I do not believe that there is any reasonable probability that the defendants can establish a successful defense to the underlying claim.

DATED this 16 day of July, 1980.

Ken Munkres

SUBSCRIBED AND SWORN to before me this 16 day of July, 1980.

NOTARY PUBLIC FOR OREGON
My Commission Expires: 12-2-83

CERTIFIED TRUE COPY

ATTORNEY FOR PLA

IDIE, MIKTURN, AN VOORHEES, ARSON & DIXON ORNEYS AT LAW P O BOX 623 VILLE ORE 97754 (503) 447-4146

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

KEN MUNKRES, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	No. MOTION

Comes now the plaintiff and moves this court for its order directed to the defendants and to the State of Oregon restraining the defendants and the State of Oregon from transferring, removing or otherwise disposing of any sums owed by the State of Oregon or its various agencies to the defendants pending a show cause hearing of this matter, which shall be heard at the earliest practical time upon application by the defendants.

Respectfully submitted

BODTE, MINTURN, VAN VOORHEES, LARSON & DIXON

/s/ J. C. VAN VOORHEES

By J. C. Van Voorhees
Of Attorneys for Plaintiff

A CERTIFIED TRUE COPY

ATTORNEY FOR P/P

BODTE, MINTURN, VAN VOORHEES, LARSON & DIXON
ATTORNEYS AT LAW
P.O. BOX 322
REDMOND, ORE. 97756
(503) 447-4148

1 and Last - MOTION

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

KEN MUNKRES,	)	
	)	No.
Plaintiff,	)	
	)	MOTION
vs.	)	
	)	
CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY,	)	
	)	
Defendants.	)	

Comes now the plaintiff and moves this court for its order directed to the defendants and to the State of Oregon restraining the defendants and the State of Oregon from transferring, removing or otherwise disposing of any sums owed by the State of Oregon or its various agencies to the defendants pending a show cause hearing of this matter, which shall be heard at the earliest practical time upon application by the defendants.

Respectfully submitted

BODIE, MINTURN, VAN VOORHEES, LARSON & DIXON

/s/ J. C. VAN VOORHEES

By J. C. Van Voorhees
Of Attorneys for Plaintiff

A CERTIFIED TRUE COPY

ATTORNEY FOR Pltf

BODIE, MINTURN, VAN VOORHEES, LARSON & DIXON
ATTORNEYS AT LAW
P.O. BOX 431
BEND, ORE. 97701
(503) 382-4426

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

KEN MUNKRES, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	No. UNDERTAKING

WHEREAS, The Circuit Court of the State of Oregon for the County of Deschutes has ordered a provisional remedy in the above entitled matter subject to the filing of a bond in the form required by ORS Chapter 32.

NOW, THEREFORE, we the undersigned, Ken Munkres as principal and Bill Oswald as surety do hereby jointly and severally undertake and bind ourselves, our successors, heirs, personal representatives and devisees in the sum of $ 1,000^{00}, and that we will pay all costs and disbursements that may be decreed to the defendants and such damages, not exceeding the amount hereinabove specified, as the defendants might sustain by reason of the injunction in the above entitled matter if the same be wrongful or without sufficient cause.

DONE AND DATED this 18 day of July, 1980.

/s/ Ken Munkres
Ken Munkres, Principal

/s/ Bill Oswald
Surety

DIX, MINTURN, VANDENBERG, HANSON & DIXON
ATTORNEYS AT LAW
[illegible]
[illegible] 97754
(503) 447-6166

STATE OF OREGON)
) ss.
County of Deschutes)

I, KEN MUNKRES, whose name is subscribed to the within undertaking as principal, being first duly sworn, say:

That I am a resident and freeholder within the State of Oregon, that I am not a counselor or attorney at law, sheriff, clerk or any other officer of any court and that I am worth the sum of $ 2000.00 over and above all debts and liabilities exclusive of property exempt from execution.

DATED this 18 day of July, 1980.

/s/ Ken Munkres
Ken Munkres

SUBSCRIBED AND SWORN to before me this 18 day of July, 1980.

/s/ Kathleen M. Myers
NOTARY PUBLIC FOR OREGON
My Commission Expires: 12-25-81

DE, MINTURN,
N YOURNELS,
NSON & DIXON
RNEYS AT LAW
...
...on 97704
...

STATE OF OREGON)
) ss.
County of Crook)

I, J. C. VAN VOORHEES, attorney in the above entitled matter, do hereby certify that the foregoing is a full and true copy of the original undertaking.

DATED this 18 day of July, 1980.

J. C. VAN VOORHEES

J. C. Van Voorhees
Of Attorneys for Plaintiff

SUBSCRIBED AND SWORN to before me this 18 day of July, 1980.

Rae Nan Haynie
NOTARY PUBLIC FOR OREGON
My Commission Expires: 12-14-83

J. C. VAN VOORHEES.
JASON & DIXON
ATTORNEYS AT LAW
P O BOX 521
PRINEVILLE, OR. 97754
(503) 447-4148

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

KEN MUNKRES, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	)	No. ORDER

IT IS HEREBY ORDERED that the defendants, the State of Oregon, the Treasurer of the State of Oregon, and the Highway Division of the Department of Transportation of the State of Oregon are restrained from transferring or otherwise disposing of any sums now owed or which may become owed by the State of Oregon or the Highway Division of the Department of Transportation of the State of Oregon to the defendants or either of them pending further order of this court during the pendency of this proceeding.

Upon the request of the defendants, this court shall schedule a show cause hearing at the earliest practical time.

Even if the defendant does not request a show cause hearing, a show cause hearing shall be held in the Circuit Court of Deschutes County on the 4th day of August, 1980 at 2:30 o'clock in the P.m. at which time the defendants or any other person served with a copy of this order may appear and show cause, if any there be, why this

ODIE, MINTURN,
AN VOORHEES,
ARSON & DIXON
OUNSELS AT LAW
P.O. BOX 623
VILLE, ORE. 97754
503) 447-4148

order should not be continued during the pendency of this proceeding.

IT IS FURTHER ORDERED that a copy of this order shall be served upon the defendants in the manner of service of a summons.

This order shall become effective when an undertaking has been filed by the plaintiff in the amount $ 1,000.00 in the form attached hereto as EXHIBIT "A" and incorporated herein as if set forth in full.

If no one appears at the hearing set for the 4 day of August, 1980 or such earlier hearing as is set by this court, this order shall remain in force during the pendency of these proceedings.

DATED this 17th day of July, 1980.

/s/ Diana M. Morgan
Circuit Court Judge

A CERTIFIED TRUE COPY

ATTORNEY FOR P

JOHN WINTURN,
VAN VOORHEES,
ARDON & DIXON
ATTORNEYS AT LAW
[illegible]
503) 447-4144

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

KEN MUNKRES,	)	
	)	No.
Plaintiff,	)	
	)	UNDERTAKING
vs.	)	
CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY,	)	
	)	
Defendants.	)	

WHEREAS, The Circuit Court of the State of Oregon for the County of Deschutes has ordered a provisional remedy in the above entitled matter subject to the filing of a bond in the form required by ORS Chapter 32.

NOW, THEREFORE, we the undersigned, Ken Munkres as principal and Bill Quesnel as surety do hereby jointly and severally undertake and bind ourselves, our successors, heirs, personal representatives and devisees in the sum of $ 1,000.00, and that we will pay all costs and disbursements that may be decreed to the defendants and such damages, not exceeding the amount hereinabove specified, as the defendants might sustain by reason of the injunction in the above entitled matter if the same be wrongful or without sufficient cause.

DONE AND DATED this 18 day of July, 1980.

/s/ Ken Munkres
Ken Munkres, Principal

/s/ B. J. Quesnel
Surety

OH MINTURN, AN VOURNEEN, OLSON & DIXON ATTORNEYS AT LAW

STATE OF OREGON)
) ss.
County of Deschutes)

I, KEN MUNKRES, whose name is subscribed to the within undertaking as principal, being first duly sworn, say:

That I am a resident and freeholder within the State of Oregon, that I am not a counselor or attorney at law, sheriff, clerk or any other officer of any court and that I am worth the sum of $2000.00 over and above all debts and liabilities exclusive of property exempt from execution.

DATED this 18 day of July, 1980.

/s/ K. Munkres
Ken Munkres

SUBSCRIBED AND SWORN to before me this 18 day of July, 1980.

/s/ Kathleen M. Myers
NOTARY PUBLIC FOR OREGON
My Commission Expires: 12-25-80

DIX MINTURN,
ATTORNEYS
JASON & DIXON
ATTORNEYS AT LAW
Bend, Ore. 97701
503 382-4166

STATE OF OREGON)
) ss.
County of Crook)

I, J. C. VAN VOORHEES, attorney in the above entitled matter, do hereby certify that the foregoing is a full and true copy of the original undertaking.

DATED this 18 day of July, 1980.

J. C. VAN VOORHEES

J. C. Van Voorhees
Of Attorneys for Plaintiff

SUBSCRIBED AND SWORN to before me this 18 day of July, 1980.

Rae Nea Haynie
NOTARY PUBLIC FOR OREGON
My Commission Expires: 12-14-83

DIL MINTURN,
AN VOURHEES,
BSON & DIXON
ONEYS AT LAW
O BOX 848
NT, ORE. 97754
(503) 447-4166

#9048

July 16, 1980

Mr. Lee Watkins
P.O. Box 1244
Bend, OR 97701

CON 1
#9048
&
#9049

Dear Mr. Watkins:

As requested, we are returning to you the original Modification of Agreement dated January 7, 1980, by and between Roy L. Houck, Jr., and Lee Carey and Continental Crushing and Leasing, Inc., which was not in effect. This was in connection with Contracts 9048 and 9049.

Sincerely,

Robert W. Germeau
CONTRACTION SERVICES

fhm
Att.

7-16-80

L

#9048

To: Contract (9048-) Continental Crushing + Leasing Co - Bend - July 16 - 1980
Reese Watkins - Bend -
Les Watkins 382-2183 - Houck
From - Bob Jamison Houck + Colorado
$2,000

(9048-) 9049-

See general file.

Watkins want to have a return signed copy of
modification agreement dated Jan 7-1980
This instrument assigns the interest of Houck and
Continental to Les + or Reese Watkins -

Jan Peterson called this date - said watkins had contacted
her and asked to have the modified agreement returned.

The modified agreement was never put into use

MODIFICATION OF AGREEMENTOF 7 JANUARY 1980

by and between ROY L HOUCK, JR and

LEO CASEY, personally, and CONTINENTTL CRUSHING AND LEASING, INC.

3-7-80

WHEREAS, the parties have entered into a certain agreement between them dated 7 January 1980, relating to two jobs with the Oregon StateHighway Division for crushing material and other activities, and

WHEREAS, the parties, for good and valuable consideration desire to modify said agreement, in one particular only, as set forth herein, NOW THEREFOR,

It is agreed between the parties hereto that Paragraph 2) of said agreement is hereto and hereby stricken and the following is agreed upon and accepted as a substitute for said Paragraph 2) as follows:

2) an assignment of contract proceeds (attached to the original contract of 7 January 1980)from both jobs to Houck, is hereby further assigned from Houck to REESE WATKINS, to be used by REESE WATKINS for paying expenses of jobs.

SIGNED AND AGREED TO BETWEEN THE PARTIES HERETO ON THIS 7 March 1980

Roy L Houck, Jr.

Leo Casey

CONTINENTAL CRUSHING AND LEASING

BY Leo Casey

ACCEPTED BY AND FOR REESE WATKINS

Leo Watkins

Reese Watkins
40547 Hwy 228
Sweet Home Ore.
97386

July 15-1980 - original copy returned to Leo Watkins PoBox 1244 Bend OR 97701 at his request - Telephone conversation this date.

RECEIVED
APR 8 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1-7-80

#9048 and #9049

12/28/79 — I rec. tel call from Roy L. Houck re — Continental Crushing and Leasing Inc's. Contracts #9048 #9049 (Assignment) Continental Surety ok but Houck is waiting for his surety
He asked if Jan. 7 was ok — ok with Sollis (got Hacks. on the line)
(Underline guarantee Bond)

January 8-80 — Sara from Ray Houck & called and said that Houck and Leo Casey were in Portland today working on details of the contract and would deliver it to us very soon.

Jan 9-80 — Sara from Houck brought in contracts and Houck ~~assign~~ with w/ powers of consent in order. we reviewed with Sollis — and pointed out that the ~~contractor~~ bidder signatures were not witnessed. He replied that it would no longer be necessary to do that on any contracts. We contacted Jack Sullivan and he will delete that from page 7 in future printing. He will also delete it from the base unit of ~~the~~ bid.

#9048

1-6-80

Form 81-734-1204

STATE OF OREGON—HIGHWAY DIVISION

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One Dollar in cash

($ 1.00) Dollars, to it paid, Continental Crushing & Washing hereby sell, assign and transfer the within claim for ALL PROCEEDS FROM O.S.H.D Contract 9048

to Ruy L. Hauck Jr. indemnitor and authorize and empower said Ruy L. Hauck Jr. to act as agent for Cont Crushing & and in its name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Division such action by the Division shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 8 day of January, 1980

Executed in the presence of us as witnesses:

Continental Crushing & Washing

Ruy L. Hauck Jr. Pres

Sec. - Treas

1-9-80
originals of these filed in Contract 9048.
OK'd by Jack Sollis
cc: Jim Kinno
Dick Hauck

Joan

UNITED STATES FIDELITY AND GUARANTY COMPANY
FIDELITY AND GUARANTY LIFE INSURANCE COMPANY

520 S.W. SIXTH AVENUE • P.O. BOX 3459 • PORTLAND, OREGON 97208 • PHONE 503-221-0221

DONALD S. ROACHE
MANAGER

CONSENT OF SURETY

Re: United States Fidelity and Guaranty Bond #6?-0120-626-79
Contractor: Continental Crushing & Leasing, Inc.
Obligee: State of Oregon

As surety on the captioned bond, we hereby consent to assignment of funds executed under State of Oregon Assignment form dated January 8, 1980 transferring contractor's payment rights and obligation to Roy L, Houck, Jr.

BY: Dian L Danner
United States Fidelity and Guaranty
Company Attorney-in-Fact
Dian L. Danner

RECEIVED
JAN 9 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

UNITED STATES FIDELITY AND GUARANTY COMPANY
FIDELITY AND GUARANTY LIFE INSURANCE COMPANY

520 S.W. SIXTH AVENUE • P.O. BOX 3459 • PORTLAND, OREGON 97208 • PHONE 503-221-0221

DONALD S. ROACHE
MANAGER

REQUEST FOR CONSENT OF SURETY

To United States Fidelity & Guaranty Company Baltimore, Maryland.

Re: Grant County rock production contract #9048 for the Seneca Section of the John Day - Burns Highway, contract price $140,850.00
U.S.F. &G. Bond #63-0120-626-79

We herby request your consent to the issuance of the State of Oregon assignment form dated 1-8-80, transferring payments to Roy L. Houck, Jr.

The money received by Roy L. Houck, Jr., in accordance with your consent, will be used exclusively in paying outstanding bills on this contract and no other contracts.

Attest [signature]
Secretary

Continental Crushing & Leasing, Inc
By [signature]
President

By [signature]
Roy L. Houck, Jr.

RECEIVED
JAN 9 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#1048

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: December 27, 1979

FROM: C. W. Head, Manager
Commission Services

SUBJECT: Status of Contract Nos. 9048 and 9049 with Continental Crushing & Leasing

I telephoned the contractor's office today and their answering service said that the office was closed until January 4, 1980.

I then telephoned their surety agent in Bend and talked to Pat Metke. Mr. Metke informed me that Leo Casey, President of the firm, had signed both copies of the contracts yesterday, December 26, 1979.

He mentioned that Mr. Casey had been out of the state and at the surety's request had sold two pieces of equipment apparently having to do with the contractor's financial statement to the surety.

Mr. Metke indicated that Mr. Casey was in Portland today and we should have the two signed contracts in a couple of days.

cc: E. S. Hunter
Jack Sollis
David Moehring

81-125-1307

1048

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: December 19, 1979

FROM: C. W. Head, Manager
Commission Services C W Head

SUBJECT: Status of Contract Nos. 9048 and 9049 with Continental Crushing & Leasing.

November 21, 1979

Mailed both contracts to contractor for signing.

December 7, 1979

Sent reminder letter to contractor.

December 12, 1979

Called contractor and talked to office girl and she said the Gen. Supt. would have to help me and he would call me back in the afternoon.

December 13, 1979

Did not hear from the Gen. Supt. and on Dec. 13, 1979, I called the contractor and the office girl said that the Gen. Supt. told her to tell me that they ware in the process of getting them signed by an insurance company and the Gen. Supt. would call either me or Cecil on Friday afternoon (Dec. 14, 1979) as to the status of the signing by the insurance company.

December 14, 1979

I telephoned the contractor this date and none of the officers were in the office. I talked to Janice and she informed me that the contracts were being processed.

December 18, 1979

Tried to contact the contractor again but was unsuccessful. Their answering service said they would have Leo Casey, the President of the company, call me back. Later in the day I talked to Pat Matke, Lumberman's Insurance Co. in Bend, the contractor's surety agent. Mr. Matke told me that Mr. Casey was out of the State and is expected back in Bend on Thursday, December 20. Mr. Matke told me that they have the two contracts in his office and are waiting for Mr. Casey to return to get his signature and they would finish completing the two contracts.

CWH:kkr

cc: Ed Hunter
Jack Sollis
David Moehring

81-123-1307

1048

48H

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/17/79
Donald L Rout

11-15-79 Bid Letting _____ All Clear Deadline

SECTION Seneca Rock Production
Highway John Day-Burns
County Grant Region 5
Type of Work Rk. Prod. Funds Rk. Prod.
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				
PERMITS:					
Division of State Lands		X			
D.O.G.M.I.		X			X
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study	X				

N/A No Fed Funds

Permit requested

1979 Basque Sec. Rock Produc- 9049
tion Proj. N. of Ore. St. Hwy.
Div. Basque Maintenance Station.

9044

DEPARTMENT OF JUSTICE

Memorandum

DATE: October 17, 1980

TO: Bob Gormsen
Manager, Commission Services Section

FROM: Jack L. Gollis
Assistant Attorney General & Counsel

SUBJECT: Contract #9048 and #9049

This is to advise you that it is now appropriate to release all monies on the above contracts to Mr. Houck. Attached please find a letter from the bonding company acknowledging the fact that they have received Mr. Houck's Power of Attorney and that Mr. Houck is evidently handling the claims that have been filed against the contractor.

JLS:hg
Attachment

UNITED STATES FIDELITY AND GUARANTY COMPANY
FIDELITY AND GUARANTY LIFE INSURANCE COMPANY
520 S.W. SIXTH AVENUE • P.O. BOX 3459 • PORTLAND, OREGON 97208 • PHONE 503-221-0221

DONALD S. ROACHE
MANAGER

October 8, 1980

NOTED
JACK L. SOLLIS

Department of Transportation
Transportation Bldg.
Salem, Oregon 97310

Attention: Jack Sollis

Re: CON5 #9049
Claim No. 6300S 5000354-3 and 353-5
Principal: Continental Crushing and Leasing

Dear Mr. Sollis:

Per our telephone conversation we have received copies of the Power of Attorney from Roy Houck, Jr. which gives him the power of attorney for Contract No. 9048 for the Basque - Rock Production project and/or Contract No. 9049 for the Seneca Rock Production project. We understand the State will be releasing the monies to Mr. Houck, Jr. Mr. Houck is aware of the claim Garrison Trucking has made against the Seneca job #9048 and he has notified them of his power of attorney.

Sincerely,

Joyce Cain
Claims Adjuster

JC:mcm

Mr. Roy L. Houck, Jr.
2705 Lancaster Dr. N.E.
Salem, OR 97303

September 26, 1980

Mr. P.F. Burnett
Resident Engineer
802 E. Idaho Ave.
Ontario, OR 97914

RE: Contract #9049 with Continental Crushing & Leasing.

Dear Frank:

Attached is a copy of a Power of Attorney executed by Continental Crushing & Leasing and Leo Casey. It should be self-explanatory.

Would you please forward all correspondence and documents requiring signature or further action to me.

Sincerely,

Roy L. Houck, Jr.

RLH:slk

cc Jack Sollis
cc United Staten Fidelity & Guaranty Co.
cc Tom Brand, Attorney

10-6-80
cc Bob Church
Jan Peterson

RECEIVED
SEP 29 1980
COMMISSION & SERVICES
DEPARTMENT OF TRANSPORTATION

Sept. 26, 1980

State of Oregon

County of Marion

C E R T I F I C A T I O N

I certify that the attached documents are a true copy of the original copies.

Lynn K. Koppang

LYNN K. KOPPANG
Notary Public for Oregon

My Commission expires 5-15-82

FORM No. 15—POWER OF ATTORNEY

STEVENS NESS LAW PUBLISHING CO., PORTLAND, OR. 97204

JK

KNOW ALL MEN BY THESE PRESENTS, That I, CONTINENTAL CRUSHING AND LEASING, INC.

have made, constituted and appointed and by these presents do make, constitute and appoint
ROY L. HOUCK, JR.

my true and lawful attorney, for me and in my name, place and stead and for my use and benefit, to

sign any and all documents or statements, on behalf of Continental Crushing and Leasing, Inc, which relate to either of the following two contracts:

1. Contract No. 9048, for Basque Rock Production Project,
2. Contract No. 9049, for Seneca Rock Production Project.

giving and granting unto my said attorney full power and authority to do and perform all and every act and thing whatsoever requisite and necessary to be done, as fully, to all intents and purposes, as I might or could do if personally present, hereby ratifying and confirming all that my said attorney shall lawfully do or cause to be done, by virtue hereof.

In construing this instrument and where the context so requires, the singular includes the plural.

Dated 7-24, 19 82.

CONTINENTAL CRUSHING AND LEASING, INC.

by Leo Casey, President

by Sandra Casey, Secretary

STATE OF OREGON, County of MARION) ss.

Personally appeared the above named ..... *and acknowledged the foregoing instrument to be* ..... *voluntary act and deed.*

Before me: ..... *Notary Public for Oregon. My commission expires* 5-15-82

(OFFICIAL SEAL)

POWER OF ATTORNEY
(FORM No. 15)

Continental Crushing and Leasing, Inc.

TO

Roy L. Houck, Jr.

AFTER RECORDING RETURN TO

Roy L. Houck, Jr.

NAME, ADDRESS, ZIP

SPACE RESERVED FOR RECORDER'S USE

STATE OF OREGON, } ss.
County of .....

I certify that the within instrument was received for record on the ..... *day of* ....., 19 ..., *at* ..... *o'clock* ... *M., and recorded in book* ..... *on page* ..... *or as file/reel number* ....., *Record of* ..... *of said County.*

Witness my hand and seal of County affixed.

Recording officer.

By ..... *Deputy.*

CORPORATE ACKNOWLEDGMENT

STATE OF .....
} ss.
County of .....

BE IT REMEMBERED, That on this, the ..... day of ..... , 19..... , before me, a Notary Public in and for said county and state, personally appeared Leo Casey and Sandra Casey, both to me personally known, who being duly sworn, did say that he, the said Leo Casey is the president, and he, the said Sandra Casey is the secretary of Continental Crushing and Leasing, Inc., the within named corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that the said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors, and said Leo Casey and Sandra Casey acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal on this, the day and year first in this, my certificate, written.

Lynn R Kopang
Notary Public for OREGON
My commission expires 5-15-82

(SEAL.)

9049

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

10-8-80

files

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

C. T. Keasey
Asst. State Highway Engineer

#7049

September 15, 1980

United States Fidelity & Guaranty Co.
Portland Office
P. O. Box 3439
Portland, OR 97208

CON 3
#9049

Gentlemen:

On September 14, 1978, we wrote to you concerning release of final payment on Contract No. 9049 awarded to Continental Crushing & Leasing, Inc. for the Bacona Rock Production Project on the I.S.H. Highway in Baldwin County.

Final payment on this contract is $7,545.82. The total contract amount is $150,912.35 and no work was performed under bond amount.

Sincerely,

Robert W. Gorman
CONSTRUCTION SERVICES

kkr

cc: Continental Crushing & Leasing, Inc.
[illegible] Boyd Aaron Road
Bend, OR 97701

Roy L. Houck, Jr.
3705 Lancaster Drive N.E.
Salem, OR 97303

bc: C. T. Keesey
Walt Hart
W. L. Schwartz

9049

bc: H. S. Coulter
Jack Sollis
C. T. Keasey
Bob Church
Jam Peterson
Warren Richards
W. E. Schwartz

September 15, 1980

U. S. Fidelity & Guaranty Company
P. O. Box 3459
Portland, OR 97200

CCM 3
~~#9048~~
#9049

Gentlemen:

This is a follow-up to our letter of August 1, 1980, concerning withholding payments to Continental Crushing and Leasing, Inc., assigned to Roy L. Houck, Jr., on Contract Nos. 9048 and 9049 for the Beaver and Benson Rock Production Projects.

We have been notified that the Judge has signed an Order releasing payments to the assignee on these two contracts.

On Contract No. 9049, we are advising our Accounting Office to release any payments due on this contract to the assignee.

On Contract No. 9048, we are withholding payment until a price agreement is returned to the State and further advice from our Chief Counsel Jack Sollis. We will notify you when release is made on this contract.

Sincerely,

Robert W. Cormack
COMMISSION SERVICES

cc: Continental Crushing & Leasing, Inc.
63910 Boyd Acres Road
Bend, OR 97701

Roy L. Houck, Jr.
2705 Lancaster Drive, NE
Salem, OR 97303

Mr. Tom Sound
Attorney at Law
963 Liberty Street, SE
Salem, OR 97302

Mr. J. G. Van Voorhees
Attorney at Law
P.O. Box 623
Prineville, OR 97754

P.S. This is also in response to your letter of 8-12-80 to H. S. Coulter.

9-15-80 mailed w/ cert

BRAND, LEE, FERRIS & EMRICK
ATTORNEYS AT LAW
965 LIBERTY STREET S.E. • SALEM, OREGON 97302 • PHONE (503) 588-1500

MESSAGE

TO Jack Sollis, Esq.

DATE 4 September 1980

SUBJECT re: Roy L Houck, Jr.
Basque Section Rock MP#9049 Contract
Seneca Section Rock # 9048 Contract

Dear Jack,

Following up my phone call of today, I enclose herewith copy of motion by Plaintiff in two cases which tied up money owed on the two above jobs, which motion is to release the money so tied up, and copy of proposed order. I have no doubt that the Judge will sign the orders, and when he does so, I will notify you. I hope that this will then release the money per our call

SIGNED Tom Brand

REPLY

DATE 9-12-80

Order signed 9-12-80 OK to release payment on Contract

OK to pay Lyndhurst release conditioned upon receipt of Lien Waiver 9-11-80

SIGNED

Form 64-823 © The Drawing Board, Inc. Box 655, Dallas, Texas RECIPIENT KEEP THIS COPY, RETURN WHITE COPY TO SENDER

JAMES F. BODIE
JAMES B. MINTURN
JAMES C. VAN VOORHEES
JAMES F. LARSON
STEPHEN D. DIXON

BODIE, MINTURN, VAN VOORHEES,
LARSON & DIXON
ATTORNEYS AT LAW
203 N. MAIN - P.O. BOX 623
PRINEVILLE, OREGON
97754

PHONE 447-4146
AREA CODE 503

RODNEY R. GLANTZ
(1936-1971)

RECEIVED
AUG 14 1980
LEGAL

August 12, 1980

Joyce Crow
USFG Box
P.O. 3455
Portland
97208

Mr. H. Scott Coulter
State Highway Engineer
Transportation Building
Salem, Oregon 97310

Re: Munkres vs. Continental Crushing & Leasing and Leo Casey
Overall Petroleum Co. vs. Continental Crushing & Leasing and Leo Casey

Dear Mr. Coulter:

You are hereby authorized to release those sums that the defendant, Continental Crushing & Leasing, Inc. assigned to Roy L. Houck, Jr. with regard to Contract No. 9048 with the Seneca Section of the John Day-Burns Highway and Contract No. 9049 relating to the Basque Section of Highway I.O.N., pursuant to the request which I received on August 11, 1980 from Thomas B. Brand, attorney for Roy L. Houck, Jr. If you have any questions regarding this do not hesitate to contact me.

If there are other funds that have been assigned to other parties, please notify me.

Sincerely,

J. C. Van Voorhees

rh

cc: Thomas B. Brand
Overall Petroleum Co., Inc.
Ken Munkres

Keeney — Richards
Jackmond — Berg
Hopkins — RECEIVED — Inlows
Williams — AUG 14 1980 — Wildner
Johnson — CONSTRUCTION — Gibbons
Olson — BRANCH — Church

RECEIVED
STATE HWY ENGR
AUG 14 '80
REFER TO
FOR
Tuesday | Agnes | 8/6 | 8/8 | 8/11 | Aug | Feb

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

OVERALL PETROLEUM CO., INC., an Oregon corporation, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	No. MOTION

Comes now the plaintiff and moves the court for an order that the sums due under assignment to Roy L. Houck, Jr. with regard to two contracts, which are the Basque Section Rock M.P. 90.98 on I.O.N. Malheur County, Contract No. 9049, and Seneca Section Rock Production Project John Day - Burns Highway, Grant County, Contract No. 9048, be released to the assignee, Roy L. Houck, Jr., without violation of previous orders entered by this court.

Respectfully submitted

BODIE, MINTURN, VAN VOORHEES, LARSON & DIXON

/s/ J. C. VAN VOORHEES

By J. C. Van Voorhees
Of Attorneys for Plaintiff

A CERTIFIED TRUE COPY.

ATTORNEY FOR Plat

BODIE, MINTURN, VAN VOORHEES, LARSON & DIXON
ATTORNEYS AT LAW
P.O. BOX 6-5
BEND, OR 97709
(503) 382-3486

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

KEN MUNKRES, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	No. MOTION

Comes now the plaintiff and moves the court for an order that the sums due under assignment to Roy L. Houck, Jr. with regard to two contracts, which are the Basque Section Rock M.P. 90.98 on I.O.N. Malheur County, Contract No. 9049, and Seneca Section Rock Production Project John Day - Burns Highway, Grant County, Contract No. 9048, be released to the assignee, Roy L. Houck, Jr., without violation of previous orders entered by this court.

Respectfully submitted

BODIE, MINTURN, VAN VOORHEES, LARSON & DIXON

/s/ J. C. VAN VOORHEES

By J. C. Van Voorhees
Of Attorneys for Plaintiff

A CERTIFIED TRUE COPY

ATTORNEY

BODIE, MINTURN, VAN VOORHEES, LARSON & DIXON ATTORNEYS AT LAW

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

KEN MUNKRES, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC. and LEO CASEY, Defendants.	No. ORDER

Upon application of the plaintiff, it is hereby ordered that the sums due under assignment to Roy L. Houck, Jr. with regard to two contracts, which are the Basque Section Rock M.P. 90.98 on I.O.N. Malheur County, Contract No. 9049, and Seneca Section Rock Production Project John Day - Burns Highway, Grant County, Contract No. 9048, may be released to the assignee, Roy L. Houch, Jr., without violation of previous orders entered by this court.

DATED this ___ day of August, 1980.

.....

Circuit Court Judge

A CERTIFIED TRUE COPY

ATTORNEY FOR: P.L.S.

1 and Last - ORDER

JOSE, MICHAUD, SAN VOGHELES, APSON & DIXON ATTORNEYS AT LAW P.O. BOX 819 BEND, OR. 97704

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

OVERALL PETROLEUM CO., INC., an Oregon corporation, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC. and LEO CASEY, Defendants.	No. ORDER

Upon application of the plaintiff, it is hereby ordered that the sums due under assignment to Roy L. Houck, Jr. with regard to two contracts, which are the Basque Section Rock M.P. 90.98 on I.O.N. Malheur County, Contract No. 9049, and Seneca Section Rock Production Project John Day - Burns Highway, Grant County, Contract No. 9048, may be released to the assignee, Roy L. Houch, Jr., without violation of previous orders entered by this court.

DATED this ___ day of August, 1980.

Circuit Court Judge

A CERTIFIED TRUE COPY

ATTORNEY FOR Plf

DOBIE, MINTURN, VAN VOORHEES, ARSON & DIXON ATTORNEYS AT LAW P. O. BOX 621

#7C49

L.

August 1, 1990

U. S. Fidelity & Guaranty Company
P. O. Box 1439
Portland, OR 97202

CDK 5
#9048 &
#9049

Gentlemen:

Surrounding Contract Nos. 9048 and 9049 awarded to Continental Grading and Leasing, Inc., assigned to Ray L. Enoch, Jr., for the Sawgum and Screen Rock Production requests, no further payments will be made by the State until ordered by the Court.

For your information, attached are copies of the Orders, Affidavits, Motions and Undertakings concerning this matter.

If you have any questions, please contact our Chief Counsel, Jack Sollis, at 378-4180.

Sincerely,

Robert W. Gerstes
CONSTRUCTION SERVICES

Enc
Attachments

cc: Continental Grading & Leasing, Inc.
42510 Royal Acres Road
Sand, OR 97703

Ray L. Enoch, Jr.
2705 Lawrence Drive SE
Salem, OR 97302

bc: Jack Sollis
C. T. Keeney (Attn: Warren Richards)

L-7884

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

OVERALL PETROLEUM CO., INC., an Oregon corporation, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	No. AFFIDAVIT

Contract # 9,748 9,749

STATE OF OREGON)
) ss.
County of Crook)

I, BILL OVERALL, having been duly sworn, depose and say as follows:

I am the President of Overall Petroleum Co., Inc. All of the facts set forth in the complaint filed in the above entitled matter are true. Continental Crushing & Leasing, Inc. is an Oregon corporation, to the best of my knowledge, and is located at 62910 Boyd Acres Road, Bend, Oregon. The underlying claim is not based upon a consumer transaction and no provisional process by the motion for injunction filed herewith is sought. The property sought to be enjoined from transfer is money of the United States which is owed by the State of Oregon, by and through its Highway Department, to the defendants. The plaintiff's claim to provisional process is not based upon ownership, entitlement to possession or a security interest, but is based upon a need to protect the plaintiff and to secure payment of the sums claimed under

DYE MORTUMS, ATTORNEYS, ORSON & DIXON ATTORNEYS AT LAW

the complaint, which are owed by the defendants, in the probable and likely event that judgment is entered against the defendants in the above entitled matter.

I have personal knowledge that the defendants are not secure financially and owe bills of over one-hundred thousand dollars. I understand and believe from statements that I have heard that the defendants are seeking to avoid their creditors by doing business under another name. It is my information and belief, however, that the defendants are crushing rock within Grant County, Oregon, and that there are or will shortly be sums owed to the defendants by the State of Oregon through its Highway Department.

There are other creditors of the defendants, and if a provisional process is not granted, these monies may be paid out in preference.

The claimed property is not wrongfully detained, nor has it been taken by public authority for tax assessment or fine. The claimed property is not held under execution, garnishment or other legal or equitable process. The defendants have not waived their right to be heard.

There is a serious danger of the corporation not getting paid unless the corporation can secure the money with which this judgment will have to be paid. I personally know of no other substantial assets other than the money owed by the State of Oregon to the defendants that the defendants have except for their machinery and equipment, which I understand

DAN MINTURN,
AN FOUNTAIN,
MASON & DIXON
ATTORNEYS AT LAW

is fully mortgaged.

If I am unable to have a fund from which to collect my judgment, irreparable injury, damage and loss will occur. By the court issuing an injunction against the State of Oregon in this particular situation, it will also protect the rights of other creditors against the defendants removing the funds or transferring them to another corporation.

I do not believe that there is any reasonable probability that the defendants can establish a successful defense to the underlying claim.

DATED this 15 day of July, 1980.

Bill Overall

SUBSCRIBED AND SWORN to before me this 15 day of July, 1980.

NOTARY PUBLIC FOR OREGON
My Commission Expires: 12-12-80

A CERTIFIED TRUE COP

ATTORNEY FOR P.O

BUT MINTURN, VAN VOORHIS, ARSON & DIXON ATTORNEYS AT LAW

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

OVERALL PETROLEUM CO., INC., an Oregon corporation,	)	
Plaintiff,	)	No.
vs.	)	MOTION
CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY,	)	
Defendants.	)	

Comes now the plaintiff and moves this court for its order directed to the defendants and to the State of Oregon restraining the defendants and the State of Oregon from transferring, removing or otherwise disposing of any sums owed by the State of Oregon or its various agencies to the defendants pending a show cause hearing of this matter, which shall be heard at the earliest practical time upon application by the defendants.

Respectfully submitted

BODIE, MINTURN, VAN VOORHEES, LARSON & DIXON

/s/ J. C. VAN VOORHEES

By J. C. Van Voorhees
Of Attorneys for Plaintiff

A CERTIFIED TRUE COPY

BODIE, MINTURN, VAN VOORHEES, LARSON & DIXON
ATTORNEYS AT LAW

1 and Last - MOTION

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

OVERALL PETROLEUM CO., INC., an Oregon corporation, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	No. UNDERTAKING

WHEREAS, The Circuit Court of the State of Oregon for the County of Crook has ordered a provisional remedy in the above entitled matter subject to the filing of a bond in the form required by ORS Chapter 32.

NOW, THEREFORE, we the undersigned, Overall Petroleum Co., Inc. as principal and Bill Overall as surety do hereby jointly and severally undertake and bind ourselves, our successors, heirs, personal representatives and devisees in the sum of $ 1,000.00; and that we will pay all costs and disbursements that may be decreed to the defendants and such damages, not exceeding the amount hereinabove specified, as the defendants might sustain by reason of the injunction in the above entitled matter if the same be wrongful or without sufficient cause.

DONE AND DATED this 18 day of July, 1980.

OVERALL PETROLEUM CO., INC.

By _____
Principal

DIX, MINTURN, AN VOORHIES, GIBSON & DIXON ATTORNEYS AT LAW

Bill Overall, Surety

STATE OF OREGON)
) ss.
County of Crook)

I, BILL OVERALL, whose name is subscribed to the within undertaking as surety, being first duly sworn, say:

That I am a resident and freeholder within the State of Oregon, that I am not a counselor or attorney at law, sheriff, clerk or any other officer of any court and that I am worth the sum of $[illegible] over and above all debts and liabilities exclusive of property exempt from execution.

DATED this 18th day of July, 1980.

Bill Overall

SUBSCRIBED AND SWORN to before me this 18th day of July, 1980.

Lee Anne Thrasher
NOTARY PUBLIC FOR OREGON
My Commission Expires: 12-14-83

ACCEPTED

[illegible]

ODE, MIN.URN, AH VOORHEES, ARSON & DIXON ORNEYS AT LAW P.O. BOX 428 STER, ORE. 97754 (503) 447-6168

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

OVERALL PETROLEUM CO., INC., an Oregon corporation, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	) No.) ORDER

IT IS HEREBY ORDERED that the defendants, the State of Oregon, the Treasurer of the State of Oregon, and the Highway Division of the Department of Transportation of the State of Oregon are restrained from transferring or otherwise disposing of any sums now owed or which may become owed by the State of Oregon or the Highway Division of the Department of Transportation of the State of Oregon to the defendants or either of them pending further order of this court during the pendency of this proceeding.

Upon the request of the defendants, this court shall schedule a show cause hearing at the earliest practical time.

Even if the defendant does not request a show cause hearing, a show cause hearing shall be held in the Circuit Court of Deschutes County on ~~July 21~~ August 11, 1980 at 2:30 o'clock p.m. at which time the defendants or any other person served with a copy of this order may appear and show cause, if any there be, why this order should not be continued during the pendency

of this proceeding.

IT IS FURTHER ORDERED that a copy of this order shall be served upon the defendants in the manner of service of a summons.

This order shall become effective when an undertaking has been filed by the plaintiff in the amount $ 1,000.00 in the form attached hereto as EXHIBIT "A" and incorporated herein as if set forth in full.

If no one appears at the hearing set for August 4, 1980 or such earlier hearing as is set by this court, this order shall remain in force during the pendency of these proceedings

DATED this 17th day of July, 1980.

Circuit Court Judge

A CERTIFIED TRUE COPY

ATTORNEY FOR PLF

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

OVERALL PETROLEUM CO., INC., an Oregon corporation,	)	
Plaintiff,	)	No.
vs.	)	UNDERTAKING
CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY,	)	
Defendants.	)	

WHEREAS, The Circuit Court of the State of Oregon for the County of Crook has ordered a provisional remedy in the above entitled matter subject to the filing of a bond in the form required by ORS Chapter 32.

NOW, THEREFORE, we the undersigned, Overall Petroleum Co., Inc. as principal and Bill Overall as surety do hereby jointly and severally undertake and bind ourselves, our successors, heirs, personal representatives and devisees in the sum of $ 1,000.00, and that we will pay all costs and disbursements that may be decreed to the defendants and such damages, not exceeding the amount hereinabove specified, as the defendants might sustain by reason of the injunction in the above entitled matter if the same be wrongful or without sufficient cause.

DONE AND DATED this 18 day of July, 1980.

OVERALL PETROLEUM CO., INC.

By E. J. Overall, Pres.
Principal

1 - UNDERTAKING
EXHIBIT "A"

Bill Overall, Surety

STATE OF OREGON)
) ss.
County of Crook)

I, BILL OVERALL, whose name is subscribed to the within undertaking as surety, being first duly sworn, say:

That I am a resident and freeholder within the State of Oregon, that I am not a counselor or attorney at law, sheriff, clerk or any other officer of any court and that I am worth the sum of $ [illegible] over and above all debts and liabilities exclusive of property exempt from execution.

DATED this 18th day of July, 1980.

Bill Overall

SUBSCRIBED AND SWORN to before me this 18 day of July, 1980.

NOTARY PUBLIC FOR OREGON
My Commission Expires: 12-14-83

Attorney

2 and Last - UNDERTAKING

L-7893

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

KEN MUNKRES, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	No. AFFIDAVIT

STATE OF OREGON)
) ss.
County of Deschutes)

I, KEN MUNKRES, having been duly sworn, depose and say as follows:

I am an Agent for Chevron Products. All of the facts set forth in the complaint filed in the above entitled matter are true. Continental Crushing & Leasing, Inc. is an Oregon corporation, to the best of my knowledge, and is located at 62910 Boyd Acres Road, Bend, Oregon. The underlying claim is not based upon a consumer transaction and no provisional process by the motion for injunction filed herewith is sought. The property sought to be enjoined from transfer is money of the United States which is owed by the State of Oregon, by and through its Highway Department, to the defendants. The plaintiff's claim to provisional process is not based upon ownership, entitlement to possession or a security interest, but is based upon a need to protect the plaintiff and to secure payment of the sums claimed

DOIE, MINTURN, VAN VOORHEES, ARSON & DIXON
ATTORNEYS AT LAW
BEND, OREGON 97701
(503) 382-3445

under the complaint, which are owed by the defendants, in the probable and likely event that judgment is entered against the defendants in the above entitled matter.

I have personal knowledge that the defendants are not secure financially and owe bills of over one-hundred thousand dollars. I understand and believe from statements that I have heard that the defendants are seeking to avoid their creditors by doing business under another name. It is my information and belief, however, that the defendants are crushing rock within Grant County, Oregon, and that there are or will shortly be sums owed to the defendants by the State of Oregon through its Highway Department.

There are other creditors of the defendants, and if a provisional process is not granted, these monies may be paid out in preference.

The claimed property is not wrongfully detained, nor has it been taken by public authority for tax assessment or fine. The claimed property is not held under execution, garnishment or other legal or equitable process. The defendants have not waived their right to be heard.

There is a serious danger of the corporation not getting paid unless the corporation can secure the money with which this judgment will have to be paid. I personally know of no other substantial assets other than the money owed by the State of Oregon to the defendants that the defendants have except for their machinery and equipment, which I

ODIE, MINTURN, VAN VOORHEES, ARSON & DIXON
ATTORNEYS AT LAW
P.O. BOX 823
CANYON CITY, OREGON 97754
(503) 447-4148

understand is fully mortgaged.

If I am unable to have a fund from which to collect my judgment, irreparable injury, damage and loss will occur. By the court issuing an injunction against the State of Oregon in this particular situation, it will also protect the rights of other creditors against the defendants removing the funds or transferring them to another corporation.

I do not believe that there is any reasonable probability that the defendants can establish a successful defense to the underlying claim.

DATED this 16 day of July, 1980.

Ken Munkres

SUBSCRIBED AND SWORN to before me this 16 day of July, 1980.

NOTARY PUBLIC FOR OREGON
My Commission Expires: 12-2-83

A CERTIFIED TRUE COPY

DIE, MINTURN, AN HOORNLES, ERSON & DIXON
ORNEYS AT LAW
P O BOX 623
VILLE ORE 97754
(503) 447-6166

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

KEN MUNKRES, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	No. MOTION

Comes now the plaintiff and moves this court for its order directed to the defendants and to the State of Oregon restraining the defendants and the State of Oregon from transferring, removing or otherwise disposing of any sums owed by the State of Oregon or its various agencies to the defendants pending a show cause hearing of this matter, which shall be heard at the earliest practical time upon application by the defendants.

Respectfully submitted

DODJE, MINTURN, VAN VOORHEES, LARSON & DIXON

/s/ J. C. VAN VOORHEES

By J. C. Van Voorhees
Of Attorneys for Plaintiff

A CERTIFIED TRUE COPY

ATTORNEY FOR P.

DODJE MINTURN VAN VOORHEES LARSON & DIXON ATTORNEYS AT LAW P O BOX 623 BEND, ORE. 97709 503: 382-4100

1 and Last - MOTION

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

KEN MUNKRES,	)	
	)	No.
Plaintiff,	)	
	)	MOTION
vs.	)	
	)	
CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY,	)	
	)	
Defendants.	)	

Comes now the plaintiff and moves this court for its order directed to the defendants and to the State of Oregon restraining the defendants and the State of Oregon from transferring, removing or otherwise disposing of any sums owed by the State of Oregon or its various agencies to the defendants pending a show cause hearing of this matter, which shall be heard at the earliest practical time upon application by the defendants.

Respectfully submitted

BODJE, MINTURN, VAN VOORHEES, LARSON & DIXON

/s/ J. C. VAN VOORHEES

By J. C. Van Voorhees
Of Attorneys for Plaintiff

ALLOWED THIS ____ DAY OF _____

_____

ATTORNEY FOR _____

BODJE MINTURN, VAN VOORHEES, LARSON & DIXON
ATTORNEYS AT LAW
P.O. BOX 369
BEND, OR. 97709
(503) 382-3011

1 and Last - MOTION

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

KEN MUNKRES, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	No. UNDERTAKING

WHEREAS, The Circuit Court of the State of Oregon for the County of Deschutes has ordered a provisional remedy in the above entitled matter subject to the filing of a bond in the form required by ORS Chapter 32.

NOW, THEREFORE, we the undersigned, Ken Munkres as principal and Bill Crowell as surety do hereby jointly and severally undertake and bind ourselves, our successors, heirs, personal representatives and devisees in the sum of $ 1,000.00, and that we will pay all costs and disbursements that may be decreed to the defendants and such damages, not exceeding the amount hereinabove specified, as the defendants might sustain by reason of the injunction in the above entitled matter if the same be wrongful or without sufficient cause.

DONE AND DATED this 18 day of July, 1980.

/s/ K. Munkres
Ken Munkres, Principal

/s/ Bill Crowell
Surety

DYE, MINTORN & McDONNELL ATTORNEYS AT LAW

STATE OF OREGON)
) ss.
County of Deschutes)

I, KEN MUNKRES, whose name is subscribed to the within undertaking as principal, being first duly sworn, say:

That I am a resident and freeholder within the State of Oregon, that I am not a counselor or attorney at law, sheriff, clerk or any other officer of any court and that I am worth the sum of $.)ooo over and above all debts and liabilities exclusive of property exempt from execution.

DATED this 18 day of July, 1980.

/s/ Ken Munkres
Ken Munkres

SUBSCRIBED AND SWORN to before me this 18 day of July, 1980.

/s/ Karen Lee M. Myers
NOTARY PUBLIC FOR OREGON
My Commission Expires: 12-25-81

STATE OF OREGON)
) ss.
County of Crook)

I, J. C. VAN VOORHEES, attorney in the above entitled matter, do hereby certify that the foregoing is a full and true copy of the original undertaking.

DATED this 18 day of July, 1980.

J. C. VAN VOORHEES

J. C. Van Voorhees
Of Attorneys for Plaintiff

SUBSCRIBED AND SWORN to before me this 18 day of July, 1980.

Rae Nan Haynes
NOTARY PUBLIC FOR OREGON
My Commission Expires: 12-14-83

DIE MINTURN,
VAN VOORHEES,
JASON & DIXON
ATTORNEYS AT LAW
P. O. BOX 433
PRINEVILLE, OREGON 97754
(503) 447-4136

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

KEN MUNKRES, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	)	No. ORDER

IT IS HEREBY ORDERED that the defendants, the State of Oregon, the Treasurer of the State of Oregon, and the Highway Division of the Department of Transportation of the State of Oregon are restrained from transferring or otherwise disposing of any sums now owed or which may become owed by the State of Oregon or the Highway Division of the Department of Transportation of the State of Oregon to the defendants or either of them pending further order of this court during the pendency of this proceeding.

Upon the request of the defendants, this court shall schedule a show cause hearing at the earliest practical time.

Even if the defendant does not request a show cause hearing, a show cause hearing shall be held in the Circuit Court of Deschutes County on the 14th day of August, 1980 at 2:30 o'clock in the P.m. at which time the defendants or any other person served with a copy of this order may appear and show cause, if any there be, why this

DOLE, MINTURN, VAN VOORHEES, ARSON & DIXON
ATTORNEYS AT LAW
P.O. BOX 428
BEND, OR. 97701
(503) 382-4106

order should not be continued during the pendency of this proceeding.

IT IS FURTHER ORDERED that a copy of this order shall be served upon the defendants in the manner of service of a summons.

This order shall become effective when an undertaking has been filed by the plaintiff in the amount $ 1,000.00 in the form attached hereto as EXHIBIT "A" and incorporated herein as if set forth in full.

If no one appears at the hearing set for the 4 day of August, 1980 or such earlier hearing as is set by this court, this order shall remain in force during the pendency of these proceedings.

DATED this 11th day of July, 1980.

Circuit Court Judge

A CERTIFIED TRUE COPY

ATTORNEY FOR P

JOHNSTON, VAN VOORHEES, ANSON & DIXON
ATTORNEYS AT LAW
(305) 447-4140

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

KEN MUNKRES, Plaintiff, vs. CONTINENTAL CRUSHING & LEASING, INC., and LEO CASEY, Defendants.	)	No. UNDERTAKING

WHEREAS, The Circuit Court of the State of Oregon for the County of Deschutes has ordered a provisional remedy in the above entitled matter subject to the filing of a bond in the form required by ORS Chapter 32.

NOW, THEREFORE, we the undersigned, Ken Munkres as principal and Bill Oneal as surety do hereby jointly and severally undertake and bind ourselves, our successors, heirs, personal representatives and devisees in the sum of $ 1,000.00, and that we will pay all costs and disbursements that may be decreed to the defendants and such damages, not exceeding the amount hereinabove specified, as the defendants might sustain by reason of the injunction in the above entitled matter if the same be wrongful or without sufficient cause.

DONE AND DATED this 18 day of July, 1980.

/s/ Ken Munkres
Ken Munkres, Principal

/s/ B.G. Oneal
Surety

UNDERTAKING

EXHIBIT "A"

STATE OF OREGON)
) ss.
County of Deschutes)

I, KEN MUNKRES, whose name is subscribed to the within undertaking as principal, being first duly sworn, say:

That I am a resident and freeholder within the State of Oregon, that I am not a counselor or attorney at law, sheriff, clerk or any other officer of any court and that I am worth the sum of $ 2000.00 over and above all debts and liabilities exclusive of property exempt from execution.

DATED this 18 day of July, 1980.

/s/ Ken Munkres
Ken Munkres

SUBSCRIBED AND SWORN to before me this 18 day of July, 1980.

/s/ Barbara M. Ingram
NOTARY PUBLIC FOR OREGON
My Commission Expires: 12-26-80

2 and Last - UNDERTAKING

STATE OF OREGON)
) ss.
County of Crook)

I, J. C. VAN VOORHEES, attorney in the above entitled matter, do hereby certify that the foregoing is a full and true copy of the original undertaking.

DATED this 18 day of July, 1980.

J. C. VAN VOORHEES
J. C. Van Voorhees
Of Attorneys for Plaintiff

SUBSCRIBED AND SWORN to before me this 18 day of July, 1980.

Rae Nara Haynie
NOTARY PUBLIC FOR OREGON
My Commission Expires: 12-14-83

JOHN MINTURN
AN YOUNGITS
ARSON & DIXON
ORNEYS AT LAW

#9049

July 16, 1980

Mr. Leo Watkins
P.O. Box 1244
Bend, OR 97701

OSH 5
#9048
&
#9049

Dear Mr. Watkins:

As requested, we are returning to you the original Modification of Agreement dated January 7, 1980, by and between Ray L. Kozak, Jr., and Lee Casey and Continental Crushing and Leasing, Inc., which was not in effect. This was in connection with Contracts 9048 and 9049.

Sincerely,

Robert W. Cormack
COMMISSION SERVICES

fbm
Att.

MODIFICATION OF AGREEMENTOF 7 JANUARY 1980

by and between ROY L HOUCK, JR and

LEO CASEY, personally, and CONTINENTIL CRUSHING AND LEASING, INC.

WHEREAS, the parties have entered into a certain agreement between them dated 7 January 1980, relating to two jobs with the Oregon StateHighway Division for crushing material and other activities, and

WHEREAS, the parties, for good and valuable consideration desire to modify said agreement, in one particular only, as set forth herein, NOW THEREFOR,

It is agreed between the parties hereto that Paragraph 2) of said agreement is hereto and hereby stricken and the following is agreed upon and accepted as a substitute for said Paragraph 2) as follows:

2) an assignment of contract proceeds (attached to the original contract of 7 January 1980)from both jobs to Houck, is hereby further assigned from Houck to REESE WATKINS, to be used by REESE WATKINS for paying expenses of jobs.

SIGNED AND AGREED TO BETWEEN THE PARTIES HERETO ON THIS 7 March 1980

Roy L Houck, Jr.

Leo Casey

CONTINENTAL CRUSHING AND LEASING

BY Leo Casey

ACCEPTED BY AND FOR REESE WATKINS

Leo Watkins

Reese Watkins
40547 Hwy 228
Sweet Home Ore
97386

RECEIVED
APR 8 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

3049

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Basque		WEEK ENDING: May 10, 1980
		SECTION PREFIX: 123-8323
HIGHWAY: I.O.N.		COUNTY: Malheur
NAME OF JOB	KIND OF WORK: Rock Production	
CONTRACTOR: Continental Crushing & Leasing	CONTRACT NUMBER: 9049	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 20, 1979	DATE WORK STARTED: February 25, 1980	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $154,133.00	SPECIFIED COMPLETION DATE: April 30, 1980	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $141,911.00	ENGINEERING AUTHORIZATION $12,222.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $150,946.47	ENGINEERING COST TO DATE $3,544	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN 6 %	PERCENT OF AUTHORIZATION 29 %	DATE PROJECT WAS COMPLETED: April 9, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			20,000 cy		
TOTAL QUANTITIES CORRECTED TO DATE			22,563 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			22,563 cy		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	Fair			
MONDAY 5	Fair			
TUESDAY 6	Fair			
WEDNESDAY 7	Ptly Cldy			
THURSDAY 8	Ptly Cldy			
FRIDAY 9	Mstly Cldy			
SATURDAY 10				

RECEIVED
MAY 12 1980
CONSTRUCTION BRANCH

Keasey K — Richards
Jackmond — Berg
Hopkins — Inloes
Williams — Widmer
Johnsen — Gebauer
Glenn ✓ — Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	No activity all week.
MONDAY 5	
TUESDAY 6	
WEDNESDAY 7	
THURSDAY 8	
FRIDAY 9	
SATURDAY 10	

REMARKS

Semi-final submitted to Region office 5-9-80.

This will be the last weekly report on this project

SIGNED P. F. Burnett LOCATION Ontario

P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

9049

Memo to File

April 8, 1980

Robert Gormsen

Contracts: 9048 & 9049

The above two contracts for rock production were awarded to Leo Casey; Continental Crushing and Leasing, Inc. of Bend. (Award date-November 20, 1979).

In course of time, an assignment was made to Roy L. Houck, Jr., of Salem, OR. This was approved by the surety.

On April 7, 1980, Jan Peterson from Accounting sent down a copy of an agreement between Houck, Casey and Reese Watkins. This appeared to be a further assignment to Watkins.

Casey was in this office on another matter and I mentioned this to him. He said to ignore it. Send the checks as called for in the assignment.

cc: Jan Peterson

#9049

January 10, 1980

Dick Unrein
Project Management

Robert Gormsen
Commission Services

As a follow-up to our memo of November 15, 1979, to Steve Macnab, the Corporation Commissioner's office advises that Continental Crushing and Leasing, Inc. are no longer delinquent with them. They are an Oregon corporation and in good standing.

fkn

cc C. T. Keasey
Robert Church

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 27, 1979

Continental Crushing and Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

IN REPLY REFER TO
FILE NO.:
CON 5
9048 & 9049

Gentlemen:

We have been informed that your firm is delinquent for 1979. This is in connection with your Contract No. 9048, Seneca Rock Production Project and Contract No. 9049, Basque Rock Production Project.

Under Oregon Law, it is necessary that Oregon corporations be registered before commencing work. If you have not already done so, please take the necessary steps to register with the Corporation Commissioner, Commerce Building, 158 - 12th Street N.E., Salem, OR 97310.

Sincerely,

C. W. Head
COMMISSION SERVICES

1-3-80

CWH:kkr

cc: Corporation Commissioner
Commerce Building
158 - 12th Street N.E.
Salem, OR 97310

bc: C. T. Keasey
Robert Church

Fran. Please check with Corporation Commission and see if they are current

STATE OF OREGON

INTEROFFICE MEMO

TO: Steve Macnab
Project Management

DATE: November 15, 1979

FROM: C. W. Head
Commission Services

SUBJECT: November 15, 1979, bid opening

The following corporations, which were the apparent low bidders at today's bid opening, are registered with the State Corporation Commissioner to do business in Oregon and are in good standing:

	Corporation
Babler Bros., Inc.	Oregon
J. Arlie Bryant, Inc.	Washington
Cascade Construction Co., Inc.	Oregon
Elting Inc.	Oregon
Fabricators, Inc.	Oregon
W. R. Grasle Co.	Oregon
R. A. Hatch Co.	Oregon
Houck-McCall Corp.	Oregon
Peter Kiewit Sons' Co.	Nebraska
C. H. Stinson, Inc.	Oregon
Tice Electric Company	Oregon
Wildish Construction Co.	Oregon
Wisar Construction Co., Inc.	Oregon

Continental Crushing & Leasing, Inc. is a delinquent corporation for 1979. We will advise this corporation to contact the Corporation Commissioner.

rls

cc: C. T. Keasey
Robert Church

NOTED
C. W. HEAD

RE: CONTINENTAL CRUSHING AND LEASING, INC.

DATE: December 5, 1979 FILE: 127744-4

The Corporation Law requires your immediate attention to the item(s) checked below to retain (or regain) good standing with this office. Failure to respond promptly may result in involuntary dissolution. ONCE PENALTIES IMPOSED, ORS 56.070 DIRECTS THEY CANNOT BE WAIVED. PLEASE RETURN THIS LETTER WITH YOUR RESPONSE.

1. _____ Annual report(s) and/or Special Farm Statement returned for correction. Please complete each section checked in red.
_____ Report indicates that you have issued more shares than your articles permit. Articles of Amendment must be filed to increase your shares before your annual report can be filed.

The above must be resubmitted within 60 days to avoid a $5.00 late return penalty, i.e., by _____.

2. _____ License fee(s) received but no Annual Report(s). Complete enclosed duplicate report(s) and return by _____.

3. _____ Annual Report(s) received but not $_____ license fee(s).

4. _____ Annual Report(s) and $ _____ license fee(s) not received.

5a. 1979-80 Annual Report received on NOT RECEIVED. Delinquent date was June 15, 1979. $5.00 penalty now due.
1979-80 License fee received on NOT RECEIVED. Delinquent date was June 15, 1979. $5.00 penalty now due plus .35 (6%) interest on license fee per month from delinquent date to date of payment.

b. _____ Annual Report received on _____. Delinquent date was _____. $5.00 penalty now due.
_____ License fee received on _____. Delinquent date was _____. $5.00 penalty now due plus _____.

c. _____ Corrected Annual Report was not returned within the original 60 day grace period. $5.00 penalty now due for late return of corrected Report(s).

10.00	License fee(s) for 1979-80
5.00	Annual Report penalty for 1979-80
5.00	License fee penalty for 1979-80
.35	Interest at .5 per month for 7 mons. 1979-80
	Late return penalty for
20.35	Total amount due for 1979-80 If received by Jan. 15, 1980.

Enclosed 1979-80 Duplicate annual report. Please complete and return.

ALSO ENCLOSED: Form 9 to fill out if you have changed your registered agent or address. Complete and return.

cc: C. W. Head
Commission Services
Department of Transportation

FROM: CORPORATION DIVISION
DEPARTMENT OF COMMERCE
SALEM, OREGON 97310
PHONE: 378-4249

Continental Crushing and Leasing, Inc.
62910 Boyd Acres Road
Bend, OR 97701

Frank J. Healy
CORPORATION COMMISSIONER

BY: Pat Ison
bj

LF-47

7049

12/05/79 — I rec. tel. call from Loy L. Houck re — Continental Crushing and Leasing Incs. Contracts #,048 #9049 (Assignment) Continental Surety ok but Houck is waiting for his surety ✓ He asked if Jan. 7 was OK — ok with Sollis (got Marks. on the line) (Underline guaranteed Bond)

January 9-80 — Sara from Ray Houck to called and said — that Houck and Leo Carey were in Portland today working on details of the contract and would deliver it to us very soon.

Jan 9. 80 — Sara from Houck brought in 2 contracts and Houck to sign with w/ surety to sign and ~~~~ we reviewed with Sollis and finished with that the ~~contract~~ Golden signatures were all signed. He replied that it would be longer for processing it so that a copy could be. We contacted Jack Sullivan and he will deliver that from Jan 7 in Golden Gardens. He will also deliver it from the Bow contract plant.

#9049 1-8-80

Form 81-734-1204

STATE OF OREGON—HIGHWAY DIVISION

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One Dollar in cash

($ 1.00) Dollars, to it paid, Central Coastal Paving hereby sell, assign and transfer

the within claim for ALL PROCEEDS FROM C.S.H.D Contract 9049

to Ryal Hauk Jr Indemnitor and authorize and empower

said Ryal Hauk Jr to act as agent for Cent Coast

and in its name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Division such action by the Division shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 9 day of January, 1980

Executed in the presence of us as witnesses:

Central Coasting Paving

Sandra Carey

Asst Dist Clerk

1-9-80
Originals of these
filed in Contract 9049

cc Jim Kinns
Dick Hauck
ob'd by Jack Ellis
Fran

UNITED STATES FIDELITY AND GUARANTY COMPANY
FIDELITY AND GUARANTY LIFE INSURANCE COMPANY

520 S.W. SIXTH AVENUE • P.O. BOX 3459 • PORTLAND, OREGON 97208 • PHONE 503-221-0221

DONALD S. ROACHE
MANAGER

CONSENT OF SURETY

Re: United States Fidelity and Guaranty Bond #63-0120-627-79
Contractor: Continental Crushing & Leasing, Inc.
Obligee: State of Oregon

As surety on the captioned bond, we hereby consent to assignment of funds executed under State of Oregon Assignment form dated January 8, 1980 transferring contractor's payment rights and obligation to Roy L, Houck, Jr.

BY: Dian L Danner
United States Fidelity and Guaranty
Company Attorney-in-Fact
Dian L. Danner

RECEIVED
JAN 9 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

UNITED STATES FIDELITY AND GUARANTY COMPANY
FIDELITY AND GUARANTY LIFE INSURANCE COMPANY

520 S.W. SIXTH AVENUE • P.O. BOX 3459 • PORTLAND, OREGON 97208 • PHONE 503-221-0221

DONALD S. ROACHE
MANAGER

REQUEST FOR CONSENT OF SURETY

To United States Fidelity & Guaranty Company Baltimore, Maryland.

Re: Malheur County rock production contract #9049 for the Basque Section of Highway I.O.N, contract price $[illegible]33,800.00
U.S.F. &G. Bond #63-0120-627-79

We herby request your consent to the issuance of the State of Oregon assignment form dated 1-8-80, transferring payments to Roy L. Houck, Jr.

The money received by Roy L. Houck, Jr., in accordance with your consent, will be used exclusively in paying outstanding bills on this contract and no other contracts.

Attest [signature]
Secretary

Continental Crushing & Leasing, Inc.
By [signature]
President
By [signature]
Roy L. Houck, Jr.

RECEIVED
JAN 9 19[illegible]
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

#70417

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: December 27, 1979

FROM: C. W. Head, Manager
Commission Services

SUBJECT: Status of Contract Nos. 9048 and 9049 with Continental Crushing & Leasing

NOTED
E. S. HUNTER

I telephoned the contractor's office today and their answering service said that the office was closed until January 4, 1980.

I then telephoned their surety agent in Bend and talked to Pat Metke. Mr. Metke informed me that Leo Casey, President of the firm, had signed both copies of the contracts yesterday, December 26, 1979.

He mentioned that Mr. Casey had been out of the state and at the surety's request had sold two pieces of equipment apparently having to do with the contractor's financial statement to the surety.

Mr. Metke indicated that Mr. Casey was in Portland today and we should have the two signed contracts in a couple of days.

cc: E. S. Hunter
Jack Sollis
David Moehring

RECEIVED
TECHNICAL SERVICES
DEC 28 '79
REFER TO
FOR
Info | Initial | M/D | D/R | File | Ack | File

1.125.1907

9049

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: December 19, 1979

FROM: C. W. Head, Manager
Commission Services

SUBJECT: Status of Contract Nos. 9048 and 9049 with Continental Crushing & Leasing.

November 21, 1979

Mailed both contracts to contractor for signing.

December 7, 1979

Sent reminder letter to contractor.

December 12, 1979

Called contractor and talked to office girl and she said the Gen. Supt. would have to help me and he would call me back in the afternoon.

December 13, 1979

Did not hear from the Gen. Supt. and on Dec. 13, 1979, I called the contractor and the office girl said that the Gen. Supt. told her to tell me that they were in the process of getting them signed by an insurance company and the Gen. Supt. would call either me or Cecil on Friday afternoon (Dec. 14, 1979) as to the status of the signing by the insurance company.

December 14, 1979

I telephoned the contractor this date and none of the officers were in the office. I talked to Janice and she informed me that the contracts were being processed.

December 18, 1979

Tried to contact the contractor again but was unsuccessful. Their answering service said they would have Leo Casey, the President of the company, call me back. Later in the day I talked to Pat Matke, Lumberman's Insurance Co. in Bend, the contractor's surety agent. Mr. Matke told me that Mr. Casey was out of the State and is expected back in Bend on Thursday, December 20. Mr. Matke told me that they have the two contracts in his office and are waiting for Mr. Casey to return to get his signature and they would finish completing the two contracts.

CWH:kkr

cc: Ed Hunter
Jack Sollis
David Moehring

1-125-1367

90-17

456

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/17/79
Donald L Rau

11-15-79 Bid Letting _____ All Clear Deadline

SECTION Basque Rock Production
Highway I.C.N.
County Malheur Region 5
Type of Work Rk. Prod. Funds Rk. Prod.
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration					
Project Assessment					
Write-off Letter					
PERMITS:					
Division of State Lands		X			
D.O.G.M.I.		X			
Corps of Engineers		X			
Coast Guard		X			
Co. Conditional Use		X			
NPS Air Pollution		X			
NPS Water Pollution		X			
CULTURAL:					
Cultural Survey		X			
Cultural Salvage		X			
NOISE:					
Noise Study		X			

N/A No Fed Funds

1979 Antelope Sec. Rock Produc- 9050
tion Proj., Shaniko-Fossil
Hwy. E. of Antelope.

E 1050

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Siuslaw Construction Co. No. 8884	SE 142nd Ave. Br. over Johnson Cr. (Portland)	June 12, 1980
Rogue River Paving Co., Inc. No. 9042	3rd St.-6th St. (Central Point)	June 12, 1980
Tawn Mar Construction Co. No. 9050	Antelope Rock Production	June 12, 1980
J. Arlie Bryant, Inc. No. 9051	Fossil Rock Production	June 12, 1980
Waconda West Const. No. 8470	Columbia River (Astoria) Bridge	June 17, 1980
Morse Bros., Inc. No. 8690	Cox Cr.-S. Elm St. (Albany)	June 17, 1980
Hamilton Electric, Inc. No. 8914	Beaverton Signal (Fred Meyer Access)	June 17, 1980
Clarke Electric, Inc. No. 8832	McKenzie Hwy. @ 3rd St. (Springfield)	June 18, 1980
Cascade Const. Co., Inc. No. 8875	SW 170th Ave.	June 19, 1980
J.C. Compton Co. No. 8060	Canyonville-Glendale Jct.	June 25, 1980
J.C. Compton Co. No. 8865	Lane County Line-Elbow Lake	June 25, 1980
R. A. Hatch Co. No. 8962	SW 117th Ave.-SW Hocken Ave. (Beaverton) & NE Sandy Blvd.-SE Flavel St. (Portland)	June 25, 1980
Eucon Corp. No. 8922	Columbia River Hwy.-Hermiston	July 2, 1980
Wildish Corvallis Const. Co. No. 9014	Squaw Cr. Jct.-Pac. Hwy. West (Corvallis)	July 3, 1980

July 8, 1980

C. T. Keasey
Asst. State Highway Engineer

905D

June 18, 1980

United States Fidelity & Guaranty Co.
P. O. Box 3659
Portland, OR 97208

CCM 5
#9050

Gentlemen:

Contract No. 9050 awarded to Tapp Bar Construction Co. for the Antelope Section Rock Production Project on the Shaniko-Fossil Highway in Wasco County was completed on April 4, 1980, and accepted by the State Highway Division on June 11, 1980.

Final payment in the amount of $4,512.33 will be released to the contractor after June 23, 1980. The total contract amount is $97,026.89 including $7,154.86 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
CONTRACTING SERVICES

mmk

cc: Tapp Bar Construction Co.
3530 Old Columbia River Highway
The Dalles, OR 97058

bc: G. T. Kenney
Walt Hart
W. B. Skoog Attn: Dick Hauck
Dale Allen

9050

291

NARRATIVE REPORT

Antelope Rock Production
Shaniko - Fossil Hwy
Contract 9050

W. Reid Meritt
Resident Engineer

The project was awarded to Tawn Mar Construction, Hood River, Oregon, November 20, 1979.

CONSTRUCTION

Prior to production, Extra Work Order No.1, was negotiated to facilitate development of the stockpile site. Normally, Highway Maintenance Forces prepare the stockpile sites but in this instance the Section Crew was involved with snow removal, sanding and other highway safety operations and could not devote adequate manpower and equipment to perform the site preparation within the contractor's schedule.

It took the contractor five working days, January 21-25, to prepare the stockpile site, using a D-8 Caterpillar dozer, a 4-Cu.Yd. Michagan Loader and two 10-12 Cu.Yd. End-dump trucks and pit run rock from the quarry.

Cost of the stockpile site preparation under this order was $7,164.00.

Tawn Mar Construction erected their crusher January 28 and 29, began crushing 3/4"-1/2" and 1/2"-0 aggregates on January 30, 1980. Because of problems meeting the gradation specifications for the 3/4"-1/2" and 1/2"-0 simultaneously, the contractor elected to concentrate on the production of 1/2"-0, which was completed February 22, 1980.

The contractor changed his screening decks and began crushing 3/4"-1/2" and 1/2"-1/4" aggregates February 25th. The 3/4"-1/2" by-product of the 1/2"-0 aggregate was rescreened and incorporated into these products. It was necessary to make Screen Deck and Rolls adjustments to get these products into specification.

The following day,February 26th, the inspector on the project issued a letter to the contractor's representative on the job, advising that aggregates being produced were unacceptable due to soils coating the aggregates. The contractor shut down his operation awaiting dryer weather and to access the problem. Following a drying period, the contractor, by being selective with the rock in the quarry, was able to resume production on February 29 and continued to completion of all aggregate sizes March 27, 1980.

PROBLEMS

The quarry has adequate, even copious amounts of rock available following this contract for other crushing operations. Due, however to the interlacing, seams and pockets of soils within the rock deposits, it is problematic that a quality Asphalt Penetration Macadam aggregate can be produced without great care in selecting the rock.

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig
RECEIVED
Copy
JUN 2 1980
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up
Action

PROBLEMS continued

Also, scalping on at least a 1-inch minimum scalping screen should be required, in addition, future contracts should be timed to provide the driest period of the year for production.

SUMMATION

The quarry was cleaned up and trimmed satisfactorily, leaving the quarry generally as required by the Special Provisions. The #10-0 rejects were left piled in the quarry for Highway Maintenance's use.

The stockpiles were adequately completed to line and slope.

File : CON 5/9050

9050

FORM 81-734-9001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: ANTELOPE ROCK PRODUCTION		WEEK ENDING: MAY 3, 1980
		SECTION PREFIX: 133-8323
HIGHWAY: SHANIKO - FOSSIL		COUNTY: WASCO
NAME OF JOB: ANTELOPE ROCK PRODUCTION	KIND OF WORK: ROCK PRODUCTION	
CONTRACTOR: TAWN MAR CONSTRUCTION COMPANY	CONTRACT NUMBER: 9050	FEDERAL AID PROJECT NUMBER: STATE PROJECT
DATE OF CONTRACT: NOVEMBER 20, 1979	DATE WORK STARTED: JANUARY 14, 1980	ESTIMATED COMPLETION DATE: MAY 15, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: -0- SUPERVISION: -0-	SPECIFIED WORK DAYS --	WORK DAYS USED --
	SPECIFIED CALENDAR DAYS ---	CALENDAR DAYS USED --
	SPECIFIED COMPLETION DATE: MAY 15, 1980	PERCENT OF TIME ELAPSED: 107/120 88
PROJECT AUTHORIZATION: $ 100,020.33	ENGINEERING AUTHORIZATION $ 8,735.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 91,284.93	ENGINEERING COST TO DATE $ 7,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 91,284.93	PERCENT OF AUTHORIZATION 81 %	DATE PROJECT WAS COMPLETED: 4/4/80
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD. 100%		
		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING	
MILES IN PROJECT				--			
MILES PARTIALLY COMPLETED				--			
MILES COMPLETED				--			
TOTAL ESTIMATED QUANTITIES (CONTRACT)				13,800 CY			
TOTAL QUANTITIES CORRECTED TO DATE				13,800 CY			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				13,800 CY			
AVERAGE DAILY QUANTITIES				-0-			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				-0-			
NUMBER OF SHIFTS PER DAY				-0-			
HOURS PER SHIFT				-0-			

EQUIPMENT USED DURING THE WEEK: none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	Except Delay WORKING HOURS	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	Fair	0		
MONDAY 28	Fair	0		
TUESDAY 29	Fair, cool	0		
WEDNESDAY 30	O'cast, cool	0		
THURSDAY 1	Ptly cldy, windy	0		
FRIDAY 2	Ptly cldy, windy	0		
SATURDAY 26	Fair	0		

RECEIVED
MAY 5 1980
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Imlah, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 27	No activity all week
MONDAY 28	W
TUESDAY 29	W
WEDNESDAY 30	W
THURSDAY 1	W
FRIDAY 2	W
SATURDAY 26	W

REMARKS

This week: No activity, remeasure complete, semi-final estimate ready for submittal. 2nd and 3rd Notifications sent in on Fridry

Next week: Submit semi-final estimate.

SIGNED W. REID MERITT, RES. ENGR. LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

CONSTRUCTION (2) REGION (1) FILE (1)

9050

291

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/17/79
Donald L Dent

11-15-79 Bid Letting _____ All Clear Deadline

SECTION Antelope Rock Production
Highway Stanley - Fossil Hwy
County Uinta Co. Region ____
Type of Work _____ Funds ____
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				
PERMITS:					
Division of State Lands		X			
D.O.G.M.I.		X			
Corps of Engineers		X			
Coast Guard		X			
Co. Conditional Use		X			
NPS Air Pollution		X			
NPS Water Pollution		X			
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage		X			
NOISE:					
Noise Study		X			

N/A No Fed Funds

1979 Fossil Sec. Rock Produc- 9051
tion Proj., Shaniko-
Fossil Hwy. W. of Fossil.

#9051

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Siuslaw Construction Co. No. 8884	SE 142nd Ave. Br. over Johnson Cr. (Portland)	June 12, 1980
Rogue River Paving Co., Inc. No. 9042	3rd St.-6th St. (Central Point)	June 12, 1980
Tawn Mar Construction Co. No. 9050	Antelope Rock Production	June 12, 1980
J. Arlie Bryant, Inc. No. 9051	Fossil Rock Production	June 12, 1980
Waconda West Const. No. 8470	Columbia River (Astoria) Bridge	June 17, 1980
Morse Bros., Inc. No. 8690	Cox Cr.-S. Elm St. (Albany)	June 17, 1980
Hamilton Electric, Inc. No. 8914	Beaverton Signal (Fred Meyer Access)	June 17, 1980
Clarke Electric, Inc. No. 8832	McKenzie Hwy. @ 3rd St. (Springfield)	June 18, 1980
Cascade Const. Co., Inc. No. 8875	SW 170th Ave.	June 19, 1980
J.C. Compton Co. No. 8060	Canyonville-Glendale Jct.	June 25, 1980
J.C. Compton Co. No. 8865	Lane County Line-Elbow Lake	June 25, 1980
R. A. Hatch Co. No. 8962	SW 117th Ave.-SW Hocken Ave. (Beaverton) & NE Sandy Blvd.-SE Flavel St. (Portland)	June 25, 1980
Eucon Corp. No. 8922	Columbia River Hwy.-Hermiston	July 2, 1980
Wildish Corvallis Const. Co. No. 9014	Squaw Cr. Jct.-Pac. Hwy. West (Corvallis)	July 3, 1980

July 8, 1980

C. T. Keasey
Asst. State Highway Engineer

9051

June 18, 1980

Fireman's Fund Insurance Company
Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

COM 3
Contract #9051

Gentlemen:

Contract No. 9051 awarded to J. Antle Bryant, Inc. for work on the Powell Butte Production Project on the Shaniko-Prineil Highway in Wheeler County was completed on April 28, 1980, and accepted by the State Highway Division on June 12, 1980.

Final payment in the amount of $5,465.48 will be released to the contractor after June 23, 1980. The total contract amount is $121,113.13 including $5,943.26 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

dms

cc: J. Antle Bryant, Inc.
2020 W. 6th Street
The Dalles, OR 97058

E. L. & E. Associates, Inc.
302 N.E. Multnomah Street, Suite 1262
Portland, OR 97232

bc: C. F. Heaney
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

9051

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: June 16, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of June 12, 1980.

Contract 9051, Work Completed April 28, 1980

Project Fossil Rock Production

Highway Shaniko-Fossil

County Wheeler

Type of Work Rock Production

Contractor J. Arlie Bryant, Inc.

RDC:mk

cc: H. S. Coulter
R. D. Church

RECEIVED
STATE HWY ENGR
JUN 17 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125.1287

9051

291

NARRATIVE REPORT

Fossil Rock Production
Shaniko - Fossil Hwy
Contract 9051

W. Reid Meritt
Resident Engineer

1 Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 4 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

The contract to crush and stockpile 14,000 cubic yards of asphalt macadam aggregates was awarded to J. Arlie Bryant, Inc., The Dalles, Oregon, November 20,1979.

Construction

Prior to production, Extra Work Order No.1, was negotiated to facilitate development of the stockpile site. Normally, Highway Maintenance Forces prepare the stockpile sites but in this instance the Section Crew was involved with snow removal, sanding and other highway safety operations and could not devote adequate manpower and equipment to perform the site preparation within the contractor's schedule.

The contractor used one full day and three partial days to prepare the stockpile site, using a D-9 Caterpillar dozer, a D-6 dozer, 5-cubic yard Trojan loader and 3 trucks. Pit run rock was hauled from the quarry for the base and some existing rock in stockpile (but unsuitable for asphalt macadam construction) was used to cover the pit run base rock.

Cost of the stockpile preparation under EWO #1, was $5,945.26.

J. Arlie Bryant, Inc., erected their crushing plant February 18-22, began crushing 3/4"-1/2" and 1/2"-0 aggregates on February 25,1980. Because of problems meeting the gradation specifications for the 3/4"-1/2" and 1/2"-0 simultaneously, the contractor elected to concentrate on the production of the 1/2"-0, which was completed March 3,1980. After completing production of the 1/2"-0, the contractor changed his screening decks and began crushing 3/4"-1/2", 1/2"-1/4" and 1/4"-#10 March 13,1980. Crushing of these three sizes of aggregates continued to completion on March 27,1980.

All quarrying was performed in close conformity to the plan drawing, notes and typical sections. The fence around the perimeter of the quarry was reinstalled and the road through the quarry left open as per the notes.

Wheeler County requested and was granted permission to purchase 3,500 cubic yards of aggregates from J. Arlie Bryant, Inc., during the period of this contract. Much of the aggregates purchased by Wheeler Co. was the by-products of the contractor's production.

Problems

Problems discussed here are not peculiar only to this project, but are included as a point of information to the reader.

Mechanical Samplers: The idea of mechanically obtaining representative samples is commendable for safety and quality control reasons. Crushing for stockpiling purposes is usually done by contractors with small portable

crushing plants. The problem lays in the fact that a single mechanical sampler will cost several hundred dollars. Many times, the contractor's operation is such that more than one product is being produced, thus requiring several samplers at the same time with the inevitable maintenance problems.

Does the safety and need for representative samples outweigh the increased cost and headache to the contractor? If we affirm that safety etc, is more important than cost and inconvenience to the contractor then the specification requiring the sampler should be expanded to say "material not sampled by mechanical means will be considered unacceptable and no payment will be made for such material."

Stockpiling: We seem to be getting away from building neat, regular stockpiles. Much of reason for this is that Highway Division inspectors are not insisting on good stockpiles right from the ground up. Another reason is that what is "neat and regular" to one person may not (and usually in the case of the contractor) is not the same as "neat and regular" to the inspector or Resident Engineer.

Perhaps a sentence added to the last paragraph of Section 350.33 stating, "When the engineer stakes the several piles, they shall be constructed within the staked limits so that line, slope and height is neat and regular " would be helpful.

George Sanford, Cost Estimates Engineer, Construction Section, Salem, stated that for estimating purposes, $0.45 per cubic yard for "Stockpiling and Shaping" (about 5% of the unit price) is being used in estimating the cost of stockpiled aggregates. In section 350.91, Payment, a sentence added stating, "5% of the unit price shall be withheld for quantities estimated in stockpiles not conforming to line, slope, etc", might help get the desired results also.

9051

File: CON 5/9051

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: FOSSIL ROCK PRODUCTION	WEEK ENDING: May 10, 1980
		SECTION PREFIX: 135-8320
	HIGHWAY: SHANIKO - FOSSIL	COUNTY: WHEELER
NAME OF JOB: FOSSIL ROCK PRODUCTION	KIND OF WORK: ROCK PRODUCTION	
CONTRACTOR: J. ARLIE BRYANT	CONTRACT NUMBER: 9051	FEDERAL AID PROJECT NUMBER: STATE PROJECT
DATE OF CONTRACT: NOVEMBER 20, 1979	DATE WORK STARTED: JANUARY 2, 1980	ESTIMATED COMPLETION DATE: MAY 15, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS: --	WORK DAYS USED: --
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS: --	CALENDAR DAYS USED: --
PROJECT AUTHORIZATION: $ 112,049.70	SPECIFIED COMPLETION DATE: MAY 15, 1980	PERCENT OF TIME ELAPSED: 114/121 94
EXCLUSIVE OF ENGINEERING: $ 102,263.70	ENGINEERING AUTHORIZATION: $ 9,786.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 102,263.70	ENGINEERING COST TO DATE: $ 7,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION: 71.5 %	DATE PROJECT WAS COMPLETED: May 2, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			--		
MILES PARTIALLY COMPLETED			--		
MILES COMPLETED			--		
TOTAL ESTIMATED QUANTITIES (CONTRACT)			14,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			14,000 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			14,800 CY		
AVERAGE DAILY QUANTITIES			-0-		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			-0-		
NUMBER OF SHIFTS PER DAY			-0-		
HOURS PER SHIFT			-0-		

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORKABLE HOURS	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	Fair	0		
MONDAY 5	Prtly Cldy	0		
TUESDAY 6	Prtly Sunny	0		
WEDNESDAY 7	Cloudy	0		
THURSDAY 8	Cloudy	0		
FRIDAY 9	Cloudy	0		
SATURDAY 3	Fair/warm	0		

RECEIVED
MAY 12 1980
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	No Activity
MONDAY 5	Field Crew remeasured the stockpiles.
TUESDAY 6	No Activity
WEDNESDAY 7	No Activity
THURSDAY 8	No activity
FRIDAY 9	Some work on semi-final
SATURDAY 3	No activity

REMARKS

This week: Field crew measured the stockpiles.
Field notes computed and some work on the semi-final.
Second Notification submitted this week.

Next week: Prepare semi-final as time allows.

RECEIVED

SIGNED W. Reid Merritt LOCATION The Dalles
W. REID MERITT, RES. ENG'R

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

CONSTRUCTION (2) REGION (1) FILE (1)

9051

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/17/79
Ronald R Rau

All Clear Deadline

11-15-79 Bid Letting

SECTION Fossil Rock Production
Highway Sheiko - Fossil Hwy
County
Region
Type of Work
Funds
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				

N/A No Fed Funds

PERMITS:					
Division of State Lands					X
D.O.G.M.I.					X
Corps of Engineers					X
Coast Guard					X
Co. Conditional Use					X
NPS Air Pollution					X
NPS Water Pollution					X
CULTURAL:					
Cultural Survey					X
Cultural Salvage					X
NOISE:					
Noise Study					X

1979 S.E. 82nd Dr. ● Oatfield 9053
Rd. (Gladstone Sec.)
(Traffic signal installation)

C&A 6872 1-2-79

7053

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER 132591

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
9-25-81		CC 81-50

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

CODE: GLADSTØ

CREDIT DISTRIBUTION

342.02	3,901.41
303-1902-296-00-000	717.31
303-1094-296-00-000	3,184.10
303-1902-295-00-000	(717.31)
303-1094-295-00-000	(3,184.10)

- CITY OF GLADSTONE
- CITY HALL
- GLADSTONE OR 97027
-

ATTN LEONARD A STROBEL, CITY ADMIN

DESCRIPTION	TOTAL PRICE
FINAL BILLING PER ATTACHED ITEMIZED STATEMENT	
INTERSTATE TRANSFER PROJECT NO IX-9653(2)(4)	
SE 82ND AVE @ OATFIELD ROAD	
CLACKAMAS COUNTY	
AGREEMENT NO. 6872	
CONTRACT NO. 9053	
TOTAL COST 50,036.53	
LESS - FEDERAL FUNDS (42,495.12)	
CITY SHARE 7,541.41	
CITY ADVANCE DEPOSIT (3,640.00)	3,901.41
110.00	
FINAL	

FOLD

734-1180 (6-81)

1053

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
9-18-81	CC-81-50	

CREDIT DISTRIBUTION

303-1902-295	$ 717.31
303-1094-295	4,084.10

BILL TO: Code:

City of Gladstone
City Hall
Gladstone, Oregon 97027
Attn: Leonard A. Strobel
City Administrator

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement			
Interstate Transfer Project No. IX-9653(2)(4)			
S.E. 82nd Avenue at Oatfield Road			
Clackamas County			
Agreement No. 6872			
Contract No. 9053			
TOTAL COST			$50,036.53
Less Federal Funds			42,495.12
City Share			7,541.41
City Advance Deposit			3,640.00
(Please attach Itemized Statement to Invoice)			

Advance Deposit Amount	$3,640.00
Advance Deposit Previously Transferred to Highway Fund	$2,740.00
Balance	$ 900.00
Transfer to Highway Fund	$ 900.00
Refund Due	$ - - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC-2028

Amount Due . . . . . $ 3,901.41

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved: D. E. Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 9/18/81

CITY GLADSTONE Contract No. 9053 Date Completed 6-24-80

PROJECT # IX-9653(2)(4) Section S.E. 82nd Drive at Oatfield Road

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 4,687.72
Payment to Contractor		39,247.00
Interest Paid Contractor		12.43
SFO #1 Permanent Pavement Striping		835.09
Construction Engineering		5,246.30
E.E.O. Monitoring		7.99
TOTAL PROJECT COST		$50,036.53
Less Federal Funds:		
Preliminary Engineering	$ 3,970.41	
Construction	38,524.71	$42,495.12
BALANCE		$ 7,541.41

CITY SHARE = $7,541.41

Reference: Billing Form CC-81-50

	303	1901	921	00	P	1				82
	303	1901	930	00	P	1				13.40
	303	1901	923	00	P	1				91.57
			TOT		P	1				105.79
			** JOB TOTALS **				**	**		105.79 **

SE 122ND DR AT ORTFIELD RD	CONT NO		X FA PROJ NOS X1	659002 100						STATE
	303	1902	296	00	N	9				1,970.41CR
	303	1902	298	00	N	9				1,970.41
	303	1902	901	00	P	1				881.55
	303	1902	901	00	N	1				16.45
	303	1902	905	00	P	1				367.53
	303	1902	911	00	P	1				2,503.40
	303	1902	914	00	P	1				31.69
	303	1902	920	00	P	1				97.39
	303	1902	921	00	P	1				628.29
	303	1902	922	00	P	1				8.68
	303	1902	923	00	P	1				147.24
			TOT		P	1				4,671.07
			TOT		N	1				16.45
			** JOB TOTALS **				**	**		4,687.72 **

GLADSTONE RDL-ORTFIELD RD	CONT NO		FA PROJ NOS X1	659003 100 X10 659003						STATE
	303	1903	296	00	N	9				1,502.00

7-81

TOTAL TO DATE JOB COST SUMMARY — JULY 1981 — PAGE 458

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		ER		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	303	1903	296	00	N	9	1,622.03CR	1,622.03CR	20,[illegible]29CR
	303	1903	298	00	N	9	1,622.03	1,622.03	20,[illegible]29
	303	1903	901	00	P	1	525.64	525.64	6,[illegible]26
	303	1903	901	00	P	2			14,[illegible]00
	303	1903	901	00	N	1			2[illegible]79
	303	1903	905	00	P	1	814.77	814.77	814.77
	303	1903	909	00	P	1	2,091.53	2,091.53	2,5[illegible]80
	303	1903	910	00	P	1			8[illegible]31
	303	1903	910	00	N	1			8[illegible]31
	303	1903	911	00	P	1	1,229.58	1,229.58	1,[illegible]70
	303	1903	913	00	P	1			1,[illegible]80
	303	1903	914	00	P	1	33.39	33.39	33[illegible]39
	303	1903	920	00	P	1			8[illegible]53
	303	1903	923	00	P	1	497.01	497.01	8[illegible]79
	303	1903	960	00	N	1			16[illegible]45
			TOT		P	1	5,251.92	5,251.92	13,[illegible]32
			TOT		P	2			14,[illegible]00
			TOT		N	1			16[illegible]45
			** JOB TOTALS **				5,251.92 **	5,251.92 **	28,[illegible]77 **

9053
1-

STEVENS RD, SE 97TH-122ND — CONT NO — FA PROJ NOS N 718001 100 — STATE

	303	1901	910	00	P	1					13.40	
	303	1901	923	00	P	1					91.57	
			TOT	P1							105.79	
			** JOB TOTALS **				**		**		105.79	**

SE 82ND DR AT ORTFIELD RD	CONT NO		X FR PROJ NOS X1	659003 100								STATE
	303	1902	296	00	N	9					1,970.41CR	
	303	1902	298	00	N	9					1,970.41	
	303	1902	901	00	P	1					881.95	
	303	1902	901	00	N	1					16.65	
	303	1902	905	00	P	1					367.53	
	303	1902	911	00	P	1					2,508.40	
	303	1902	913	00	P	1					31.60	
	303	1902	920	00	P	1					97.34	
	303	1902	921	00	P	1					628.29	
	303	1902	922	00	P	1					8.68	
	303	1902	923	00	P	1					147.26	
			TOT	P1							4,671.07	
			TOT	N1							16.65	
			** JOB TOTALS **				**		**		4,687.72	**

GLADSTONE NCL-ORTFIELD RD	CONT NO		FR PROJ NOS X1	659003 100 X10 659003								STATE
	303	1903	295	00	N	9					1,501.00	

7-81

TOTAL TO DATE JOB COST SUMMARY — JULY 1981 — PAGE 458

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION				CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	303	1903	296	00	N	9	1,622.03CR	1,622.03CR	22,2[illegible]CR	
	303	1903	298	00	N	9	1,622.03	1,622.03	20,7[illegible]79	
	303	1903	901	00	P	1	525.64	525.64	6,[illegible]26	
	303	1903	901	00	P	2			16,[illegible]1	
	303	1903	901	00	N	1			[illegible]37	
	303	1903	905	00	P	1	814.77	814.77	814.77	
	303	1903	909	00	P	1	2,091.53	2,091.53	2,[illegible]81	
	303	1903	910	00	P	1			[illegible]62	
	303	1903	910	00	N	1			[illegible]31	
	303	1903	911	00	P	1	1,289.58	1,289.58	1,[illegible]88	
	303	1903	913	00	P	1			1,[illegible]39	
	303	1903	914	00	P	1	33.39	33.39	[illegible]39	
	303	1903	920	00	P	1			[illegible]39	
	303	1903	923	00	P	1	697.01	697.01	851.[illegible]	
	303	1903	963	00	N	1			108.72	
			TOT	P1			5,281.92	5,281.92	94,[illegible]3	
			TOT	P2					16,[illegible]1	
			TOT	N1					108.72	
			** JOB TOTALS **				5,281.92	** 5,281.92	** 92,[illegible]3	**

9053

STEVENS RD, SE 97TH-122ND — CONT NO — FR PROJ NOS M 718001 100 — STATE

						TOT	P1												
						TOT	N1												
						** JOB TOTALS **													

SE 82ND DRIGGFIELD ROAD	CONT NO		PR	PROJ NOS	RRS	XT	853000 100												
	303	1094		201		00	P 1	Conti Pay.								39,267.00		80	80
	303	1094		206		00	N 1	Interest								12.43		80	80
	303	1094		270		01	P 1	SFO #1								852.09		80	80
	303	1094		296		00	N 9	Tr. St								38,524.71CR		80	81
	303	1094		298		00	N 9	" Fed.								38,524.71		80	81
	303	1094		900		00	P 1	Const. Engr	} Const. Engr.							2,071.80		80	80
	303	1094		920		00	P 1	P.M.								89.94		80	80
	303	1094		941		00	P 1	Lab. testing								59.43		P1	81
	303	1094		945		00	P 1	Const Engr.								11.94		81	81
	303	1094		948		00	N 1	"								43.19		81	81
	303	1094		985		00	P 1	E.F.O								7.99		81	81

TOTAL TO DATE JOB COST SUMMARY *				JULY 1981		PAGE 125		
DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
		TOT P1				45,321.19		
		TOT N1				25.62		
		** JOB TOTALS **	**		**	45,346.81 **		

BRIDGE XING @ DEER IS RD	CONT NO		FR	PROJ NOS	RRS	300001 100													
	305	1084		205		01	N 1									5,284.42CR		79	79
	305	1084		270		01	P 1									52,848.69		79	79
	305	1084		270		02	P 1									5,284.18		79	79
	305	1084		296		00	N 9		83.32CR		83.32CR					52,848.69CR		79	79
	305	1084		298		00	N 9		83.32		83.32					52,848.69		79	79
	305	1084		900		00	P 1									991.81		79	79
	305	1084		900		00	N 1									154.88		79	79
	305	1084		915		00	P 1									142.08		79	79
				TOT		P1										99,262.36			
				TOT		N1										5,284.42CR			
				** JOB TOTALS **				**		**						93,977.94 **			

D ST-F ST SEVENTYSIXTY (BRIDGE CONT NO 8967		FR	PROJ NOS	SOS	500001 100													
	305	1091		201		00	P 1									58,691.36		79	79
	305	1091		206		00	N 1									3,211.03		79	79
	305	1091		295		00	N 9									6,422.06CR		79	81
	305	1091		296		00	N 9									6,422.06		79	81
	305	1091		298		00	N 9									6,422.06		79	81
	305	1091		900		00	P 1									2,071.80		79	79
	305	1091		915		00	P 1									1,642.13		79	79
	305	1091		948		00	N 1									1,642.13		79	79
				TOT		P1										62,180.03			
				TOT		N1										6,422.06CR			

TOT NI
** JOB TOTALS **

DESCRIPTION	CONT NO		FA PROJ NOS											STATE		
SE 82ND DREXHTFIELD ROAD	303	1084	201	00	P	1	Contr Pay.						39,247.60	80	80	4
	303	1084	205	00	N	1	Interest						12.43	80	80	
	303	1084	270	01	P	1	SFO #1						8[illegible]2.09	80	80	
	303	1084	296	00	N	9	TV. St						38,5[illegible]4.71CR	83	83	
	303	1084	298	00	N	9	" Fed.						38,5[illegible]4.71	90	90	
	303	1084	900	00	P	1	Const. Engr	} Const. Engr.					[illegible]071.90	80	80	
	303	1084	910	00	P	1	P.M.						89.99	80	80	
	303	1084	941	00	P	1	Lab. testing						59.43	81	81	
	303	1084	915	00	P	1	Const Engr.						11.94	81	81	
	303	1084	948	00	N	1	" "						13.19	81	81	
	303	1084	915	00	P	1	E.GO						7.98	80	80	

TOTAL TO DATE JOB COST SUMMARY — JULY 1981 — PAGE 126

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
		TOT	P1				95,323.19		
		TOT	N1				25.62		
		** JOB TOTALS **		**	**	**	95,348.81	80	

BRIDGE XING @ DEER IS RD	CONT NO		FA PROJ NOS											STATE		
	305	1084	205	01	N	1							5,208.47CR			
	305	1084	270	01	P	1							52,844.69			
	305	1084	270	02	P	1							5,274.18			
	305	1084	296	00	N	9							5,208.12CR			
	305	1084	298	00	N	9							52,356.12			
	305	1084	901	00	P	1							901.61			
	305	1084	903	00	N	1							154.[illegible]			
	305	1084	915	00	P	1							142.08			
			TOT	P1									59,2[illegible].36			
			TOT	N1									5,129.89CR			
			** JOB TOTALS **		**		**		**				54,132.47	80		

0 ST-F ST SE/NW/SW/NE (BRIDGE	CONT NO	8967	X FA PROJ NOS											STATE		
	305	1091	201	00	P	1										
	305	1091	205	00	N	1										
	305	1091	295	00	N	9										
	305	1091	296	00	N	9										
	305	1091	297	00	N	9										
	305	1091	900	00	P	1										
	305	1091	915	00	P	1										
	305	1091	948	00	N	1										
			TOT	P1												
			TOT	N1												

9053

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION -SALEM

Subject: Final Voucher Payment

Date: June 25, 1981

Reply to Attn. of: HAM-OR/120.3

From: Division Administrator

To: Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

Final vouchers on the following Federal-aid projects have been approved for payment in the amount submitted:

Project nos.	Name		
9058	26-1005 & 26-1709	TQF-1(3)	$0.00 Mt. Hebron Rd. & NW Burnside Ave (Portland)
3673	8-1061	TQF-2-1(4)	0.00 Cloverleaf Ave. at Center St. Brookings
9156	306-1953 & 306-1068	PMS-0005(96)	0.00 Coquille and Myrtle Point Pavement Markings
9053	303-1094	IX-9653(4)	0.00 SE 82nd Drive & Oatfield Rd (Clackamas)

Original Signed By
ROBERT B. HATHAWAY
Asst. Division Administrator
Division Administrator

NOTED
R. J. HACEK

303-1902
303-1094

NOTED
V. E. SKOOG

JUN 26 1981
HIGHWAY ACCOUNTING

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

	STATE VOUCHER NO.
	FHWA VOUCHER NO.
APPROPRIATION	FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon	PAID BY
ADDRESS Capitol Bldg. Salem, OR 97310	*(For use of Paying Office)*
STATE Oregon	VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING
VOUCHER PERIOD FROM 10-24-79 TO 2-24-81	☐ OTHER PROGRESS ☒ FINAL VOUCHER (*)
	FEDERAL AID PROJECT NO. I-5553(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$48,338.62	$48,323.19	86.00%	$38,624.71	$38,624.71	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY Oregon DATE	BY DATE 2/18/81 V.E. Skoog, Controller	BY DATE

REMARKS

$ 0.00

FORM FHWA-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. 82nd Drive at Oatfield Rd.(Gladstone) FAU 9665 (City Street) Clackamas County					
	Construction Type Code Y031 Traffic Signal(82nd Dr. at Oatfield Rd.)					
	Final Contract Payment Summary		Lump Sum		$39,247.00	
SFO	#1 Permanent Pavement Striping (State)		All Required		835.09	
	Total Participating Construction				$40,082.09	
	Construction Engineering State		All Required		5,233.11	
	Misc. Audit Expense					
	E.E.O. Monitoring Expense		All Required		7.99	
	Total Participating Cost				$45,323.19	
	Nonparticipating Cost					
	Interest on Final Payment		All Required		12.43	
	Total Project Cost				$45,335.62	
	Prepared based on Participating Costs as shown on Federal Billing as of 4/29/81.					

AMOUNT CARRIED FORWARD . .

(MEMORANDUM) Post Final

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg - Salem OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 2-8-79
TO 10-24-79

☐ OTHER PROGRESS Post Final

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
[illegible]-3053(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
4,682.10	4,671.67	.8500	3,970.41	3,970.41	0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 5-27-80

PASSED FOR PAYMENT
BY E. Skeen, Controller

REMARKS:

$0.00

FORM PR-20A
(Rev. 6-70)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	SE 82ND AVE @ OATFIELD RD (GLADSTONE) SECTION CITY STREET					
	CLACKAMAS COUNTY					
	Preliminary Engineering					
	Type Code PE					
	Participating amount as shown on final voucher				4,510.00	
		All Required			161.07	
3	State PE					
	Total Participating Cost				4,671.07	
	Non-Participating Cost					
	State	All Required			11.03	
	Total Project Cost				4,682.10	
	Prepared based on participating cost as shown on federal billing of 5-29-80.					

AMOUNT CARRIED FORWARD . .

#1053

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Clackamas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
2-23-81	T. P. Lowe, Area Engineer		IX-9653(4)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
6-24-80	8-18-80	96 %	200 days
APPROVED EXTENSIONS	**LOCATION**		
None	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE. 82nd DRIVE @ OATFIELD ROAD
OATFIELD ROAD
Signal

The project provided for installation of a three-phase traffic signal at the subject intersection.

RECEIVED
STATE HWY ENGR
MAR 4'81
REFER TO
Keasey
FOR
Init. | Instr's | R/D | D/R | Sign | Act | File

cpto 3-4-81

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE Thomas P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 2-23-81	TITLE Field Operations Engineer	DATE 2-24-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9053

Files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Willamette Western Corp. No. 9079	Hill Rd.-Vista Lane Clackamas County	August 13, 1980
Hertz Electric, Inc. No. 8995	E. Greenwood Ave. @ E. 8th St. (Bend) Deschutes County	August 13, 1980
Elting, Inc. No. 9054	Spring Creek Hill Klamath County	August 14, 1980
Ross Bros. Const. Inc. No. 8757	S. Fk. Coquille River (Gaylord) Bridge Coos County	August 14, 1980
Tice Elect. Co. No. 9053	SE 82nd Dr. @ Oatfield Rd. (Gladstone) Clackamas County	August 18, 1980
Marion Const. Co.,Inc. No. 9004	Silver Falls State Park Marion County	August 25, 1980
Mid Oregon Crushing Co., Inc. & Philip Dahl, J.V. No. 9016	The Dalles-Calif. Hwy. @ Lower Bridge Rd. Deschutes County	August 25, 1980
Siuslaw Const. Co.,Inc. No. 8999	Youngs River Falls Bridge Clatsop County	August 25, 1980
Johnson Rock Products, Inc. No. 9074	Teakwood Ave.-Myrtle Ave. (Coos Bay) Coos County	August 27, 1980

September 2, 1980

C. T. Keasey
Asst. State Highway Engineer

9053

August 29, 1990

Bet'hune, King & Seeley
1 S.W. Columbia
Portland, OR 97201

CCM 3
#9053

Gentlemen:

On August 21, 1990, we wrote to you concerning release of final payment on Contract No. 9053 awarded to Tice Electric Co. for traffic signal installation on Southeast 82nd Drive at Sunfield Road in Gladstone in Clackamas County.

Final payment on this contract is $1,562.35 and the total contract amount is $39,349. No work was performed under force account.

Sincerely,

Robert W. Sorenson
COMMISSION SERVICES

dms

cc: Tice Electric Co.
2130 S.E. Belmont Street
Portland, OR 97214

Fred S. James & Co. of Oregon
111 S.W. Columbia
Portland, OR 97201

bc: C. T. Kenney
Walt Hart
E. L. Hardt

9053

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.E. 82nd Drive @ Oatfield Rd.		WEEK ENDING: 12 July 1980
		SECTION PREFIX: 303-1094
HIGHWAY: FAU 9665		COUNTY: Clackamas
NAME OF JOB: S.E. 82nd Drive @ Oatfield Rd.	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Tice Electric Co.	CONTRACT NUMBER: 9053	FEDERAL AID PROJECT NUMBER: IX-9653(4)
DATE OF CONTRACT: 3 December 1979	DATE WORK STARTED: 28 April 1980	ESTIMATED COMPLETION DATE: 24 June 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 200	WORK DAYS USED: 194
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 48,234.27	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 97
EXCLUSIVE OF ENGINEERING: $ 44,021.67	ENGINEERING AUTHORIZATION: $ 4,212.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 40,867.00	ENGINEERING COST TO DATE: $ 3,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: [redacted] UNDERRUN 7 %	PERCENT OF AUTHORIZATION: 83 %	DATE PROJECT WAS COMPLETED: 24 June 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING	
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Clear	0		
TUESDAY	Fair	0		
WEDNESDAY	Cloudy	0		
THURSDAY	Cloudy	0		
FRIDAY	Fair	0		
SATURDAY		0		

RECEIVED
JUL 14 1980
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
7/6 SUNDAY	No activity
7/7 MONDAY	No activity
7/8 TUESDAY	No activity
7/9 WEDNESDAY	No activity
7/10 THURSDAY	No activity
7/11 FRIDAY	Semi-Final submitted
7/12 SATURDAY	No activity

REMARKS

Semi-Final submitted

SIGNED W E Hoffman LOCATION Portland

W.E. Hoffman Res. Engr.

PRIME RESIDENT SUBMIT 3 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

1052

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-125	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT	State Oregon County Clackamas Project No. IX-9653(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St., SE 82nd Dr. @ Oatfield Rd. (Gladstone)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMAYE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-24-79	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 85.00%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 65,000.00	$ 55,250.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

ex For: H. S. Coulter

By _____

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 12-13-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon, December 10, 1979

Federal Aid Project
No. IX-9653(4)

S.E. 82nd Drive at Oatfield Rd. (Gladstone)
FAU 9665 (City Street)
Clackamas County

Project Agreement Estimate.

Type Code Y031
Traffic Signal (82nd Dr. at Oatfield Rd.)

Temporary Protection and Direction of Traffic	All Required		$ 2,000.00
Temporary Signs	137 Sq.Ft.	7.00	959.00
Flagmen	40 Hour	25.00	1,000.00
Removal of Structures and Obstructions	All Required		1,000.00
Concrete Curbs	56 Lin.Ft.	12.00	672.00
Asphalt Sidewalk Ramps	4 Each	375.00	1,500.00
Traffic Signal Installation, Complete	All Required		32,665.00
			$ 39,796.00

Anticipated Items
Permanent Pavement Striping $ 1,100.00

Subtotal	$ 40,896.00
Engineering	5,049.00
Engineering (Sig. Cont. Testing)	880.00
Total	$ 46,825.00

Length of Project - - - - - - - - - - - - - 0.00 Mile

Work Retained in Program Status
(not included in amounts below)
Pavement Markers All Required $ 350.00

Oregon State Highway Division
Salem, Oregon, December 10, 1979

Federal Aid Project
No. IX-9653(4)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds (85%)	State Funds (9%)	County Funds (6%)
Traffic Signal	$46,825	$39,801	$4,214	$2,810
Reserve	18,175	15,449	1,635	1,091
Total	$65,000	$55,250	$5,849	$3,901

Group 1 - 100%
Contract No. 9053
Prefix: 303-1902
Prefix: 303-1094

9053

November 19, 1979

con 4

City of Gladstone
City Hall
Gladstone, Oregon 97027

Attn: Leonard A. Strobel
City Administrator

Gentlemen:

On November 15, 1979 a satisfactory bid was received from Pine Electric Co., 2130 S.E. Belmont Street, Portland, Oregon 97214 for installing traffic signals on S.E. 82nd Drive at Sheffield Road Section, STP 5658. The advance deposit based on the estimated construction cost of their bid is as follows:

Bid Items	$39,796.00
Permanent Pavement Striping	$ 1,108.00
Signal Controller Testing	800.00
Permanent Markers	300.00
4 1/2% Contingencies	1,895.67
10% Engineering	4,332.60
ESTIMATED TOTAL COST	$48,234.27

City's Advance Deposit:
95 of $48,234.27 = $2,894.06 or say $ 2,900.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than December 7, 1979.

Please make your check for $2,900.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operations Programming Engineer

DES:cpf

bcc w/AD & 434: Jon Nave, Region 1 Federal Aid Engineer
Vern Snoey - Please return completed AD 0284 when check is received.

12-3-79
Attached -
Notification Ltr Rec'd

1053

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-9653(4)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90045

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Enginee, ODOT
Salem, Oregon

10-26

RECEIVED
STATE HWY ENGR
OCT 26 '79
REFER TO
FOR
Info | Inves | R/D | D/D | Sec'l | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-30-79	10-24-79	FAU-9653	City Street

GENERAL LOCATION:

S.E. 82nd Drive at Oatfield Road (Gladstone) Section

GENERAL DESCRIPTION OF WORK:

Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Permanent Pavement Striping (S.F.) $1,100

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's October 18, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $65,000 - Federal Funds $55,250.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-24-79	G. K. Green	for Division Administrator

FORM FR 1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1840 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—731-915

9053

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Highway # 703

Prefix 303-1902

Subject: Federal Aid Project No. IX-9053(2)(1)
Project Name SE 82nd Drive at Oatfield Rd (Gladstone)
(MH) FAU-9165

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Gladstone, Oregon, this 16th day of October, 1979

City of Gladstone

Certified By:
Kenneth Ralph
Regional Right-of-Way Supervisor
Date 10-5-79

H. Wade Byers, Jr. Mayor

Bonnie Marland City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

9053

Section S.E. 82nd Dr. @ Oatfield Rd. (Gladstone) Programming Estimate $ Jun. 60,000

Highway FAU 9665 (City Sts.) Project Length —

County Clackamas 9-27-79 Completion Time 200 CD

Kind of Work Traffic Signals Est. Comp. Date June 15, '80

Prefix 303-1902 Letting Date Nov. 15, '79 Project No. IX-9653(4)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 49,899.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping	1,100	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		$ 2,330.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
✓ Signal Controller Testing (Engineering)	880	
Bikeway Signs		
Furnish Mailbox Posts		
~~Adjust Utilities:~~		
✓ Pavement Markers	350	
_____		
_____		
_____		
_____		
Subtotal		$ 52,229.00
Contingencies (4-1/2%)		2,350.31
Engineering (~~X~~, ~~X~~, 10%)		5,222.90
~~Subtotal~~		$
Credit for _____		
Estimated Net Authorization, Construction		$ 59,802.21

APPROVED cc: Max Klos Rec. 9-27-79 H Clack. Co. TSM OK

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE--COST ESTIMATE~~

Sheet 1 of 1

Date Sept. 19, '79

Section S.E. 82nd Dr. @ Oatfield Rd. (Gladstone) County Clackamas

Kind Of Work Traffic Signals Length - Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	-	500-
	Temporary Signs		Sq. Ft.	137	6-	822-
	Flagmen		Hour	40	22-	880-
	ROADWORK					
	Removal of Structures and Obstructions		All	All	-	1000-
	Concrete Curbs		Lin. Ft.	56	10-	560-
	Asphalt Sidewalk Ramps		Each	4	451-	1,800-
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		All	All	-	44,337-

9053

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY
Date - 9-12-79

Project: SE 82nd Drive at Oatfield Rd. (Gladstone)

Highway: City Streets

County : Clackamas

Prefix : 303-1902

Scheduled for Letting: NOV 15, 1979

Type of Project : FAI-X

Completion Time : 200 Calendar Days

BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Temporary Protection and Direction of Traffic for _____	All Specified Lump Sum		$ 2,400
2.	Temporary Signs for _____	_____ sq. ft.	$_____	$_____
3.	Flagmen for _____	_____ hr.	$_____	$_____
4.	Traffic Signal Installation, Complete for _____	All Specified Lump Sum		$ 47,870
		Estimated Contract Cost		$ 50,270

ANTICIPATED ADDITIONAL ITEMS

Striping	$ 900 -	
Signing	$	
Yellow marking	$ 350 -	$ 2,130
Controller Testing (Engr.)	$ 880 -	
Engineering and Contingencies		$ 7,600
ESTIMATED PROJECT COST		$ 60,000

COMMENTS:

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9053

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-9653(4)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90045

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

9-6 orig.

RECEIVED
STATE HWY ENGR
SEP 6 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-30-79	8-30-79	FAU 9653	City Street

GENERAL LOCATION:

S.E. 82nd Drive at Oatfield Road (Gladstone) Section

GENERAL DESCRIPTION OF WORK:

Traffic Signals & Channelization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 9, 1979, you are authorized to proceed with actions necessary to advance to advance the physical construction of the subject program.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $65,000 - Federal Funds $55,250.
(Advice No. 823-10-9-09 dated 8/21/79)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-79	G. K. Green	for Division Administrator

FORM FR-1240 (REV. 6-79) EXISTING STOCKS OF FORM FR-1240 (REV. 4-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—721-015

9053

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 12, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 90045
Project No. IX-9653(4)
S.E. 82nd Dr. @ Oatfield Rd. (Gladstone)
Clackamas County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on Nov. 15, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

Federal Funds (85%)	$50,732
State Funds	5,371
County Funds	3,582
Total Cost	$59,685

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 13 '79
REFER TO

Form 734-2182

9053

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 9, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 90045
Project No. IX-9653(4)
SE 82nd Dr. @ Oatfield Rd.
(Gladstone) Section
SE 82nd Dr.
Clackamas County

Attached support data consists of PR-1 forms and project maps.

I request transfer of Interstate Substitution General Funds for construction of the project, as we are ready to request PS&E approval. This action will involve an estimated total cost of $65,000 with federal funds in the amount of $55,250.

This request is based on the October 30, 1978 letter to you from the Governor of Oregon.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Reg. 1
[redacted]

Form 734-5122

Budget Bureau No. 42-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

July 9, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (19)–(20) — PROJECT LOCATION (45 typewriter spaces): St., SE 82nd Dr. @ Oatfield Rd. (Gladstone) (21–63)

ADT — PRESENT: 5,600 — FUTURE: --- — YEAR (66)(70)(71)(73)

REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Traf., Signals & Channelization (28–62) — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV. AGCY (69) — DA CLASSIF. (70) — DH AREA (71)

EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER (8): IX- (14–23) — NUMBER: 9653 (7)

CARD 4 — CLASS OF FEDERAL FUNDS: Interstate Substitution General Funded

COUNTY NAME: Clackamas

ROUTE NO. U — FEDERAL-AID: 9653 (32) — STATE: City St.* (36)(37) — U.S.

NAME OF URBAN AREA (17–31): Portland

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS 85% (67)(76)	STATE FUNDS	OTHER FUNDS
1	(14-18)	(19)	41	42	43–46	53						
5					PE							
5					ROW							
5					CONST (CODE) TOPICS Y031		"SE 82nd Dr. @ Oatfield Rd. (Gladstone) Sec."					
								0.0	65,000	55,250	5,850	3,900
							PROJECT TOTALS	0.0	65,000	55,250	5,850	3,900

(116) (23)(24) (23)

CARD 1 — CODE 1 — PREPARED BY: JLG

1 — 14 — PROGRAM APPROVAL DATES: 10-18-78

REMARKS: Additional Data: Ite IX-9653(2).

* SE 82nd Dr.

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 9, 1979

PROJECT LOCATION (45 typewriter spaces)
St., SE 82nd Dr. @ Oatfield Rd. (Gladstone)

ADT | PRESENT 5,600 | FUTURE --- | YEAR | REGION 10 | STATE NAME Oregon | STATE CODE 41 | APPR CODE 823 | ITEM NO. 90045

I. Projects Only

PROPOSED WORK (35 typewriter spaces)
als & Channelization

NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA C. AGRIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) IX- | NUMBER 9653 | SEQ. NO. (4) | POST MI. | DESIG.

FUNDS
Substitution General Funded

EA

COUNTY NAME: Clackamas | CODE 005

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO. U | FEDERAL-AID 9653 | STATE City St.* | U.S. ---

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								Util. adj. as req.
ROW								
CONST (CODE) TOPICS Y031		"SE 82nd Dr. @ Oatfield Rd. (Gladstone) Sec."	0.0	65,000	55,250	5,850	3,900	ROW-60' normal; Access Control-none; Parking Restrictions-Complete
PREPARED BY JLG		PROJECT TOTALS	0.0	65,000	55,250	5,850	3,900	

PROGRAM APPROVAL DATES 10-18-78

REMARKS Additional Data: Item No. 90045; Project No. IX-9653(2).

* SE 82nd Dr.

over

USCOMM-DUBCOMM-DC 45908-P66

SE 82nd Drive @ Oatfield Road (Gladstone) Section
Project No. IX-9653(4)

Project Data: The work consists of install multi-phase traffic actuated signal with pedestrian sequence, construct channelization and perform incidental work common to this type of project. Adjust utilities as required.

NOTE: 1) This project is in Congressional District No. 3.
2) Included in CRAG FY 79 TIP/AE on pg. 134, line 316.

9053

Clak 1X

May 17, 1979

R. R. Camerpn
Resident Engineer

SE 82nd at Oatfield Road
Clackamas County
Prefix 303-1902

Narrative Report

This is a location survey for the placement of a three phase signal at the intersection of Oatfield Road and S. E. 82nd Drive. This intersection is located in the city of Gladstone.

There will be no road construction on this project. The only work other than the signal, will be crosswalks and stop bars painted, and bi-directional yellow pavement markers installed to increase driver awareness of the channelization of the intersection.

As to the signal itself, the pole locations are the recommendation of this office.

There will be no unusual difficulty with traffic during this project.

It is recommended that the specifications stipulate that project shall be completed as soon as possible once construction at the site has started.

RR Cameron
Res. Engr.

Note: There are NO overhead or underground utilities.

RRC

Rec'd. 7-13-79
2

OK

GEO. SA[illegible] -6386 5-1-79 DWB

BILL ZIEM[illegible] -6537 5-2-79

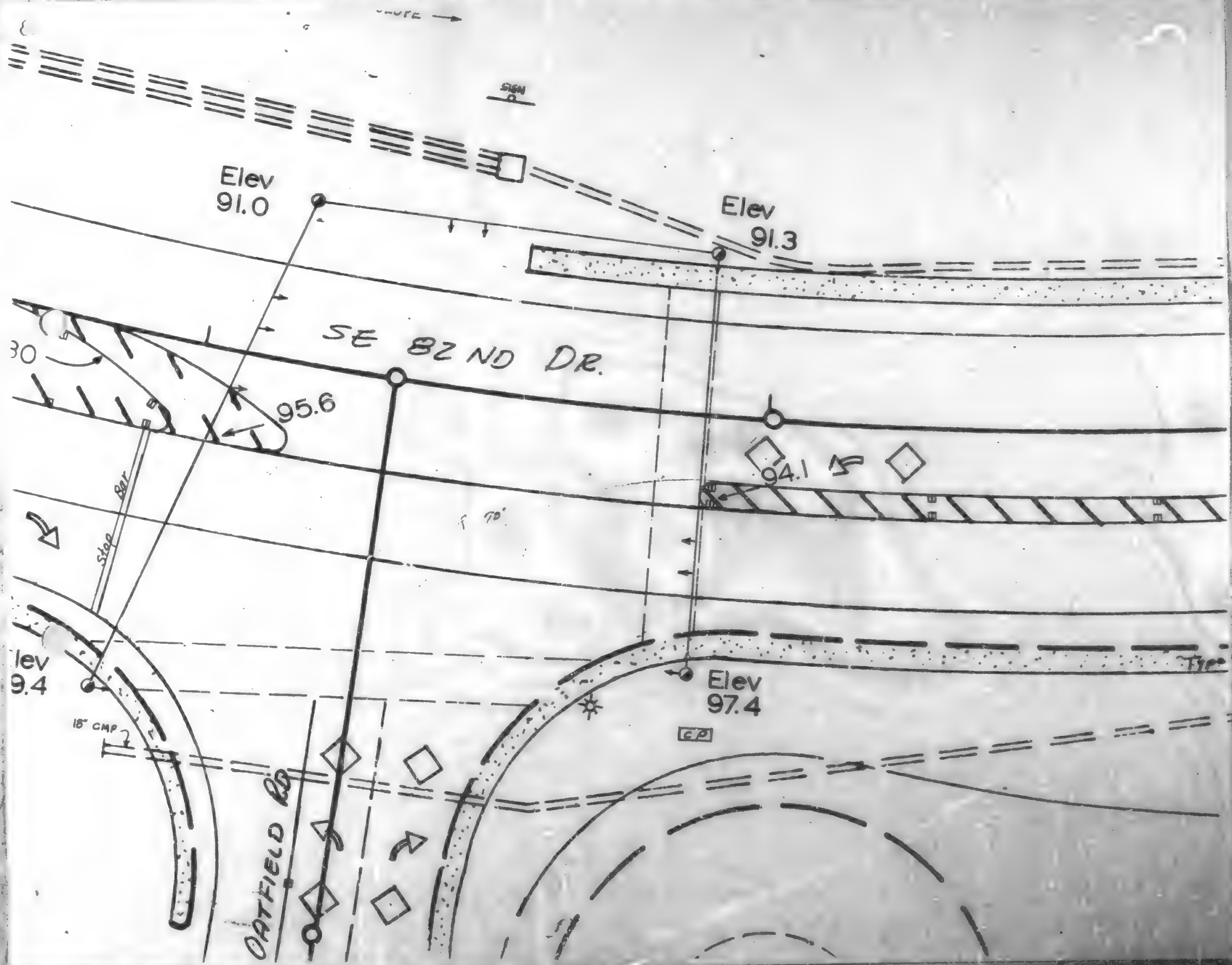
SECTION 82ND DRIVE & CATTELL ROAD

HIGHWAY 82ND DRIVE

COUNTY CLACKAMAS PREFIX 303-1002

QUANTITY SUMMARY & COST ESTIMATE Date: 5-17-79

Sec.	Item	Unit	Quantity	Unit Price	Amount
110	MOBILIZATION				3810
111	TEMP. PROTECTION & DIRECTION OF TRAFFIC				953
	TEMP. SIGNS	SQ. FT.	48	6	288
661	TRAFFIC SIGNAL INSTALLATION, COMPLETE 3 PHASE	EA	1	47,000	47,000
111	BIDIRECTIONAL YELLOW PAVEMENT MARKERS	EA	34	10.00	340.00
					52391
	ANTICIPATED ADDITIONAL ITEMS:				
	PERM. STRIPING				900
					53291
	ENG. & CONT. +20 %				10,658
				TOTAL	63,949


Elev
91.0
Elev
91.3
SE 82 ND DR.
95.6
94.1
Step Bar
Elev
97.4
18" CMP
OATFIELD RD

9053

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9653(2)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon
2-8-79

PROGRAM NO.

ITEM NO. 90045

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Copies to
Gifford
Thompson
Trout
M. Tabata
T. Rose
D. Zehnder
D. Potter

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 2-8-79

FEDERAL ROUTE NUMBER FAU 9653

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
S.E. 82nd Drive at Oatfield Road (Gladstone) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION including utility preparatory

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of November 22, 1978, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2. You are now authorized to proceed with all phases of preliminary engineering with a TEC of $5,000 with federal funds limited to $4,250. The above authorization is subject to this office being furnished appropriate traffic warrants prior to commencement of PE studies. (PR-370 dtd. 2-8-79)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-8-79	G K Lawson	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—626-787

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: January 2, 1979

FROM: Gerald W. Wimer
Local Government Manager

MISC. CONTRACTS and AGREEMENTS No. 6873

SUBJECT: P.E. & Construction-Finance Agreement
S.E. 82nd Drive @ Oatfield Road (FAU 9665)
Interstate Transfer Project
City of Gladstone

Presented herewith for your approval are three signed copies of the preliminary engineering and construction-finance agreement for an Interstate Transfer Project in the City of Gladstone. This project was approved by the Oregon Transportation Commission at the Nov. 28, 1978 meeting.

Please sign all three copies of the agreement and forward them to Commission Services for further processing.

MCH:dmc
Att.

RECEIVED
TECHNICAL SERVICES
JAN 2 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

MOVED
H.O.COULTER

81-125-1307

9053

FAIX

December 14, 1978

City of Gladstone
City Hall
Gladstone, Oregon 97027

Attn: Mr. Leonard A. Strobel
City Administrator

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the S.E. 82nd Drive at Oatfield Road Interstate Transfer project.

Financial sharing of the preliminary engineering is:

Total P.E.	$5,000.00
Federal Funds	4,250.00
Balance	$ 750.00

Local Share:
$750.00

Please make your check in the amount of $750.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer
Local Government Manager

GEZ:dmc

bc w/AD#55[illegible] Vern Skoog-Please return completed AD#558 when check is received.
Region 1 Federal Aid Engineer

1053

November 16, 1973

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Interstate Transfer Project Requests

On the Consent Calendar for the November 28 meeting will be nine requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

Gladstone submitted three requests. 1) A $127,500 project to widen and improve a 0.76 mile segment of Webster Road, 2) a $50,000 project to signalize the intersection of S.E. 82nd Drive and Oatfield Road, and 3) a $10,000 project to widen Webster Road at Swanson Loop for transit vehicles and riders, have been requested.

Two requests were received from Milwaukie. One is for a $117,000 project to widen and channelize the intersection of Harrison Avenue and 32nd Avenue and install traffic signals, the other is for a $116,000 project to realign 34th Avenue and Oatfield Road at Lake Road and signalize the intersection.

Portland is requesting a $433,200 project consisting of a series of small projects, mainly at intersections, on a 4.55 mile segment of S.E. Division Street.

Clackamas County submitted two requests. One is for a $39,000 project to widen the existing roadway and realign curves on Thiessen Road, the other is for a $62,000 project to widen both sides of Jennings Avenue to accommodate pedestrian and bicycle traffic.

The request from Washington County is for a $1,500,000 project to straighten the Tualatin Valley Highway between S.W. 182nd Avenue and S.W. 187th Avenue, and install an eight-phase signal at the intersection of Tualatin Valley Highway and S. W. 185th Avenue.

Interstate Transfer funds for these projects are estimated at $2,086,495, with Local Government providing all of the required $368,205 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the necessary agreements for and on your behalf.

Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
D. N. Harwell
George Bell

CITY OF GLADSTONE
Proposed Interstate Transfer Project

S.E. 82nd Drive at Oatfield
Road, FAU 9665
Traffic Signals, Sign and Stripe
$50,000

This project entails all the work and costs to install a traffic actuated signal with pedestrian sequence at the intersection of 82nd Drive and Oatfield Road. Striping will be provided on 82nd Drive to separate through traffic from those turning right onto Oatfield Road.

State will perform preliminary and construction engineering.

PROPOSED PROJECT
JOHNSON CITY
GLADSTONE
Pop. 8,120
FAU 9652
FAU 9651
FAU 9674
FAU 9648
FAI 205
FAU 9731
FAU 9732
FAU 9653
MP 11.58
FAU 9650
FAU 9647
FAU 9668
FAU 9662
FAU 9628
MP 10.74
CLACKAMAS
MP 10.02
GOAT ISLAND
FAP 26
FAP-38
FAU 9631
FAU 9625
FAU 9634
MP 9.13
FAU 9582
FAU 9617
FAU 9642
FAU 9637
FAU 9603
PARK PLACE
LIVESAY
RIVER
EDNA

9053

FAIX

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 22, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM Original Signed by D. E. Swan
D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90045
Project No. IX-9653(2)
S.E. 82nd Drive @ Oatfield Road (Gladstone) Section
Clackamas County

Attached data consists of PR-1 form and project maps.

We request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $5,000 with obligation of Federal funds of $4,250.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work.

These requests are based on Governor Straub's letter, dated October 30, 1978, to Mr. G. L. Green, Division Administrator.

DRH:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-71)

November 22, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME
2		St., SE 82nd Dr. @ Oatfield Rd. (Gladstone)	ADT	5,600	--		10	Oregon

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(68)	FH ROUTE NO. (69)(75)	SUPV AGCY (76)	DA CLASIF. (77)	DA AREA (78)(79)	EMERG. YR. (80)(81)	PL. AUTH YR (82)(83)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
3	Preliminary Engineering								IX-	9653

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
	Interstate Substitution General Funded	Clackamas

NAME OF URBAN AREA (17-31)	ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S.
Portland	U	9653	City St.*	---

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1												City
5					PE			0.0	5,000	4,250	---	750
5					ROW							
5					CONST (CODE)		"SE 82nd Dr. @ Oatfield Rd. (Gladstone) Sec."		(45,000)			
							PROJECT TOTALS	0.0	5,000	4,250	---	750

CARD 1	CODE 1	PREPARED BY	DRH
1	14	PROGRAM APPROVAL DATES	10-18-78

(16) (23)(24) (33)

REMARKS

*SE 82nd Dr.

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

November 22, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
t., SE 82nd Dr. @ Oatfield Rd. (Gladstone)	ADT	5,600	--		10	Oregon	41	823	90045

D WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	Y. Projects Only POST MI.	DESIG.
y Engineering								IX-	9653	(2)		

DS	COUNTY NAME	CODE	PROGRAM STAGE
Substitution General Funded	Clackamas	005	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9653	City St.*	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"SE 82nd Dr. @ Oatfield Rd. (Gladstone) Sec."	0.0	5,000	4,250	---	750	Util. prep. work as required.
OW								
ONST (CODE)				(45,000)				ROW-60 normal; Access Control-none; Parking Restrictions-Complete.
		DRH PROJECT TOTALS	0.0	5,000	4,250	---	750	

PROVAL DATES 10-18-78

REMARKS

*SE 82nd Dr.

over

USCOMM DUSCOMM-DC 38905-P61

SE 82ND DRIVE @ OATFIELD ROAD (GLADSTONE) SECTION
PROJECT NO. IX-9653(2)

Existing Facility:
SE 82nd Drive (FAU 9653)--Bituminous surfaced roadway 40' in width providing 3 lanes of traffic.
Oatfield Road (FAU 9665)--Bituminous surfaced roadway 40' in width providing 3 lanes of traffic.

Adjacent Sections: Same as existing facility.

Project Data: The work consists of all phases of preliminary engineering including utility preparatory work for future multi-phase traffic actuated signal with pedestrian sequence and channelization.

Right-of-Way: No additional required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action under paragraph 10e.

FHPM 4-1-4 Requirements:
a) State Clearinghouse--A-95 review exempt.
b) District 2 Clearinghouse--A-95 review satisfied through inclusions of project in CRAG TIP.

FHPM 7-7-5 Requirements:
a) Public Hearings--Not required under Oregon Action Plan.
b) Location/Design--Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 3.
2) Included in CRAG FY 79 TIP/AE on page 134, line 316.

9053

STATE OF OREGON

INTER-OFFICE MEMO

ODOT - Traffic DEPT. 378-6537 TELEPHONE

TO: D. H. Moehring, Manager ATTN: G. Zehner DATE: November 8, 1978
Office of Project Management

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Project Review
Portland Area (7 projects)

As requested, we have reviewed the attached project requests. In all cases the proposed signal installation and revision locations do meet the warrants for the installation of traffic signals.

The project costs quoted in the requests were all within reason. However, the installation at 7th and Division in the City of Portland did not give a project cost so we could not analyze it.

L. E. George
Traffic Engineer Supervisor

DW:cs

PROJECT MANAGEMENT
PRE ☑ CCE ☐ OM ☐
LGE ☑ TAE ☐ OPE ☐
NOV 1978
File: PM FA
TRA Zehner LG CP

81-188-1367

9053

FEDERAL AID PROJECT REQUEST

Date 6/20/78

Applicant Agency City of Gladstone

Request for: Off-System ____, FAS-C ____, FAUS ____ Project e(4)

Federal Aid Route No. FAU 9665 Route Name Oatfield Road

Project Name Oatfield Road/82nd Drive (FAU 9653) Intersection Improvements - ISM

Project Length 300' approximate Project Location (Attach sketch map)

Project Description At the intersection of Oatfield Road and 82nd Drive install multi-phase traffic actuated signal with pedestrian sequence. Also develop greater channelization of traffic from 82nd Drive onto Oatfield Road by creating more definite paint striping.

Average Daily Traffic 5600 -1976 ADT Design Speed 35

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 40' Travel Lanes 3 Shoulders None at Oatfield's intersection

Medians Oatfield: No 82nd: Yes Parking Not allowed

Sidewalks 5' wide

Remarks Oatfield Road has one travel land northbound away from the intersection and one R., one L. turn lane onto 82nd Drive. 82nd Drive has two travel lanes and one R. turn lane onto Oatfield Road.

2. Desired Roadway Cross Section: (Attach sketch)

Width No change Travel Lanes 3 (No change) Shoulders None

Medians None Parking Not allowed

Curbed Currently existing Length Curb Radii

Sidewalk/Bikeway Sidewalk existing, no change

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes X No

3. Will additional right-of-way be needed? Yes No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No X

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

No traffic signal currently exists, only stop sign for Oatfield traffic.

2. Proposed Signalization:

Location at intersection of Oatfield Road and 82nd Drive

Type Traffic actuated signal with pedestrian sequence

Phases Multi-phase

Type of Suspension Cable

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? included in project

4. Permanent Striping:

Include in project or by applicant? included in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

One unit exists at southwest corner of intersection in Stocker Park

2. Proposed Illumination:

Location One on 82nd across from Oatfield intersection

Type 175 watt mercury vapor w/photo cell

Remarks Installation by PGE on city rental basis

V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad _____
Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Leonard A. Strobel, City Administrator / Office
2. Environmental — Leonard A. Strobel, City Administrator / Office
3. Public Hearing — Bernice L. Marlow, City Recorder / Office

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?

Yes_____ No X

If "yes," describe briefly: _____

_____

_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 1,000
Right-of-way costs (if participating)	-0-
Traffic control	39,000
Illumination	-0-
Structures	-0-
Railroad	-0-
Other Contingency 10%	5,000
Preliminary engineering 10%	5,000
PROJECT TOTAL	$ 50,000

Remarks This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Gladstone and/or _____ COUNTY

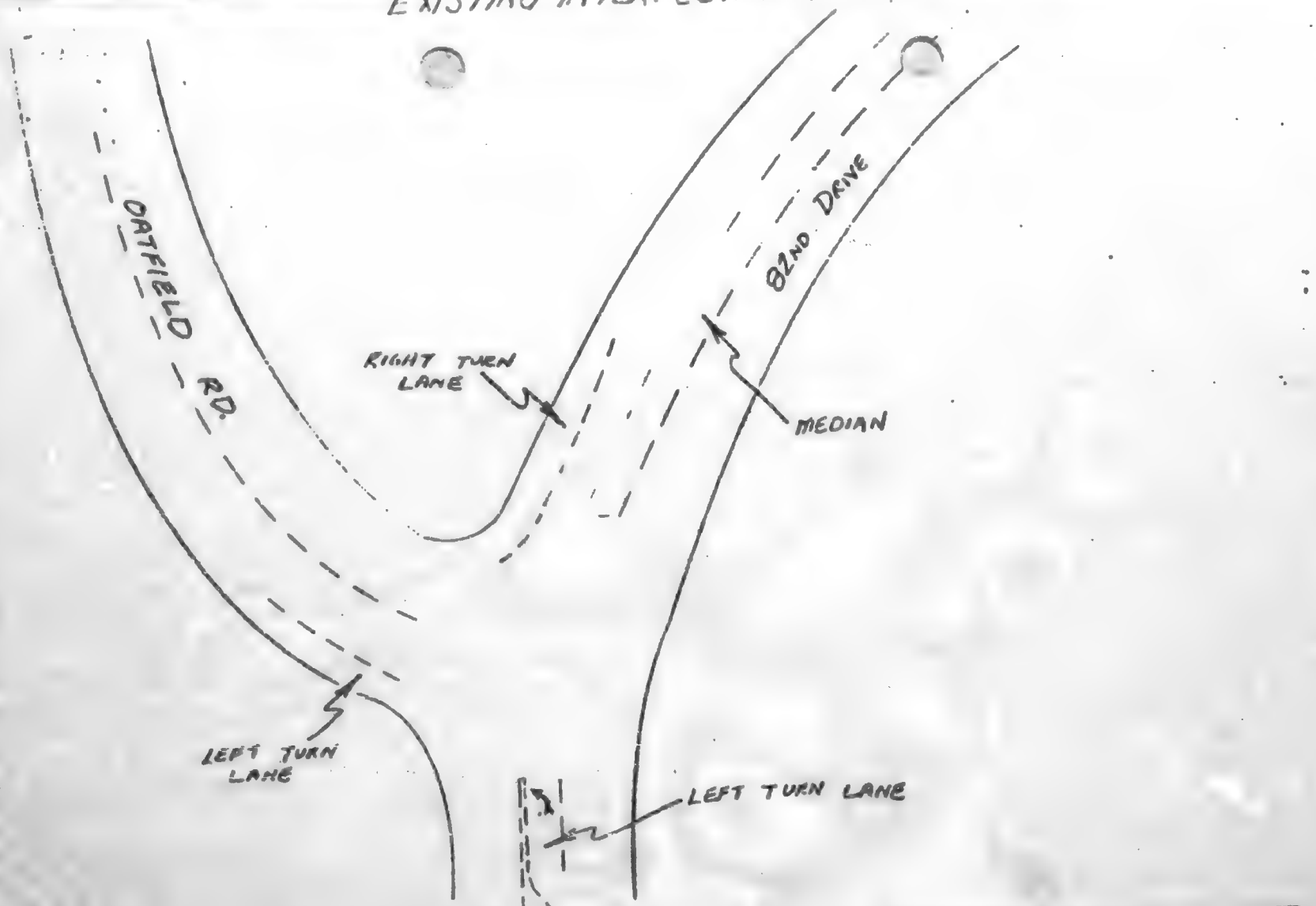
By Leonard A. Stabel By _____

By _____ By _____

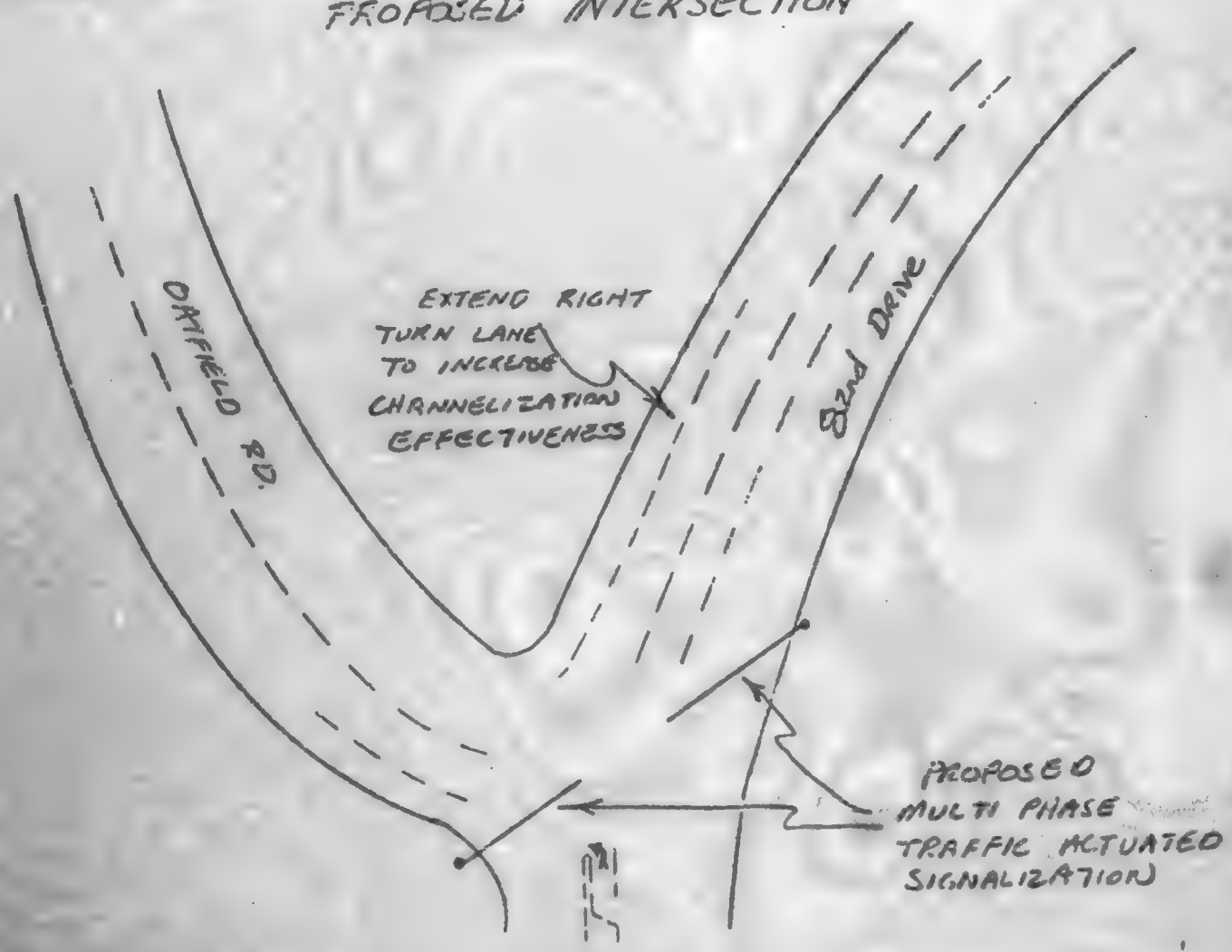
By _____

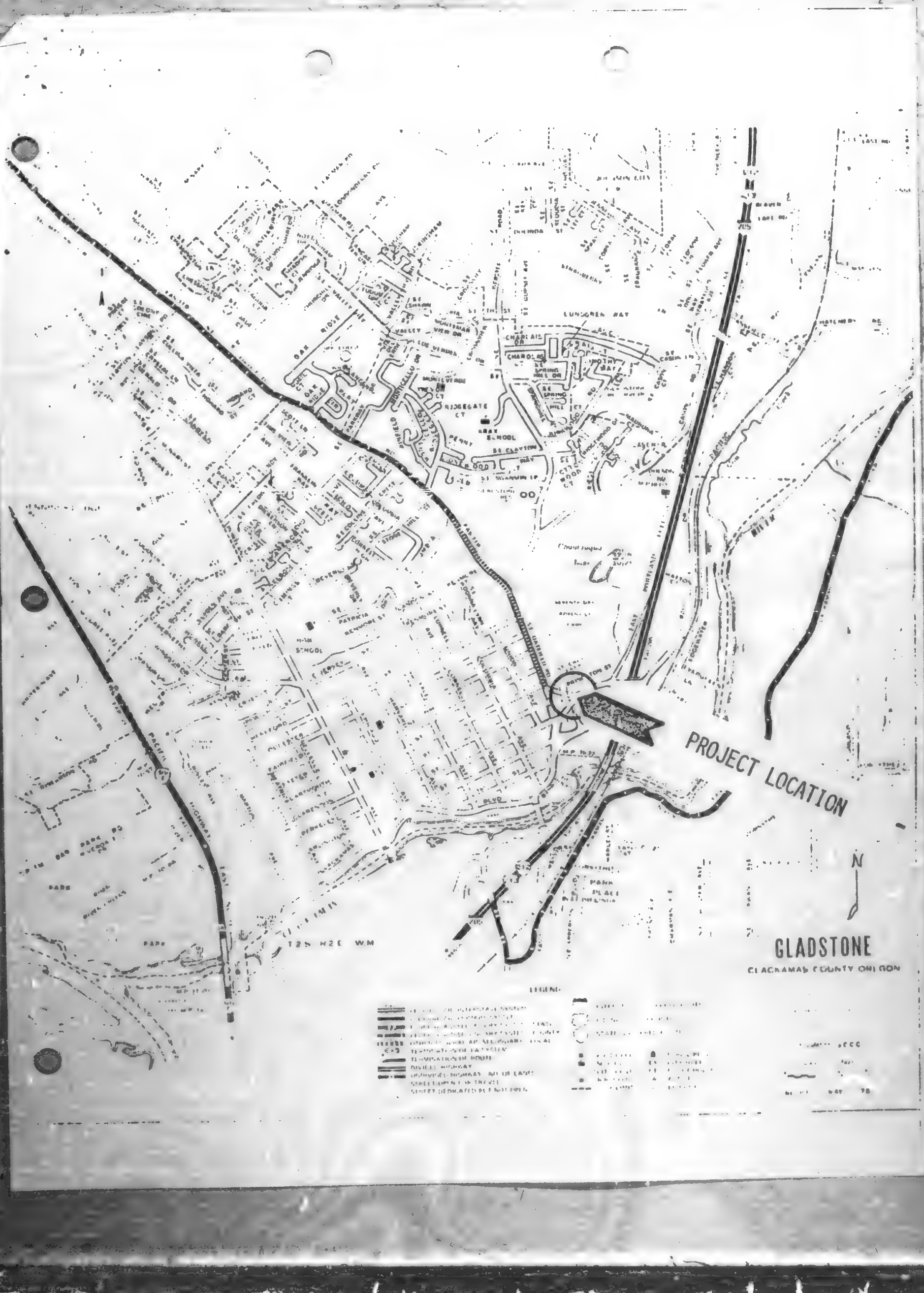
(1976)

EXISTING INTERSECTION DESIGN



PROPOSED INTERSECTION


OATFIELD RD.
82nd DRIVE
EXTEND RIGHT TURN LANE TO INCREASE CHANNELIZATION EFFECTIVENESS
PROPOSED MULTI PHASE TRAFFIC ACTUATED SIGNALIZATION


PROJECT LOCATION
N
GLADSTONE
CLACKAMAS COUNTY OREGON
LEGEND
T2S R2E W.M.
LUNDGREN WAY
OAK RIDGE
RIDGEGATE CT
GRAY SCHOOL
MAIN SCHOOL
PARK PLACE

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

82ND DRIVE @ OATFIELD ROAD - GLADSTONE

TRAFFIC SIGNAL WARRANT COMPARISON*

9/21/78

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1231	1181	932	851	807	686	679	668
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	481	485	429	461	370	327	397	335
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	___	___	NOT STUDIED	___	___	___	___	___

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	500	8
Minor Street	150	8
2. Interruption of Continuous Traffic:		
Major Street	750	5
Minor Street	75	8
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	___ NOT STUDIED	___
Pedestrian Volume	___	___
4. Accident Experience:		
Preventable Accidents (last 12 months)	NOT STUDIED	
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday peak hour)	—	
Minimum Warrant	800	

Date of Traffic Count 9/19/78

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** X standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

GLADSTONE AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR

Street: 82 ND DR. Station: _____ Direction: WEST

Location: 200' E. of OATFIELD Rd. Year: 1978

Day of Week	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	~~Sat.~~
Date (Month & Day)		9-18	9-19	9-20			TUES COMBINED E & W
Hour of Day:							
A.M. 12 - 1			64	67			79
1 - 2			31	24			36
2 - 3			17	17			23
3 - 4			11	13			13
4 - 5			14	5			23
5 - 6			38	44			87
6 - 7			155	146			268
7 - 8			388	430			537
							602
8 - 9			430	434			
							489
9 - 10			327				533
10 - 11			331				666
11 - 12			437				
							668
P.M. 12 - 1			451				666
1 - 2			432				807
2 - 3			525				932
3 - 4		637	570				1231
4 - 5		783	753				
							1181
5 - 6		877	972				
							851
6 - 7		730	584				679
7 - 8		141	471				506
8 - 9		356	324				356
9 - 10		224	224				237
10 - 11		111	126				113
11 - 12		54	52				
Automatic Recorder Total 24 Hours			7547				
Axle Correction Factor 1)							
24-Hour Adjusted Total							

1) 1.00 - (0.5 x S&F Truck Percentage)

OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

GLADSTONE AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR

Street: 82nd Dr. Station: _____ Direction: EAST

Location: 100' W. of OATFIELD Rd Year: 1978

Day of Week		Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
Date (Month & Day)			9-18	9-19	9-20			
Hour of Day:								
A.M.	12 - 1			15	7			
	1 - 2			5	8			
	2 - 3			6	3			
	3 - 4			2	1			
	4 - 5			9	13			
	5 - 6			49	50			
	6 - 7			113	137			
	7 - 8			149	150			
	8 - 9			172	151			
	9 - 10			192				
	10 - 11			203				
	11 - 12			229				
P.M.	12 - 1			217				
	1 - 2			248				
	2 - 3			282				
	3 - 4		345	361				
	4 - 5		407	401				
	5 - 6		319	307				
	6 - 7		260	267				
	7 - 8		202	209				
	8 - 9		165	174				
	9 - 10		80	81				
	10 - 11		47	50				
	11 - 12		20	18				
Automatic Recorder Total 24 Hours				3710				
Axle Correction Factor 1)								
24-Hour Adjusted Total								

1) 1.00 - (0.5 x S&F Truck Percentage)

OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

GLADSTONE AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR

Street: OATFIELD Rd. Station: _____ Direction: SOUTH

Location: 150' N. of 82ND DR. Year: 1978

	Day of Week	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
	Date (Month & Day)		9-18	9-19	9-20			
	Hour of Day:							
A.M.	12 - 1			29	22			
	1 - 2			11	8			
	2 - 3			11	5			
	3 - 4			9	10			
	4 - 5			21	22			
	5 - 6			63	53			
	6 - 7			286	292			
	7 - 8			540	568			
	8 - 9			472	433			
	9 - 10			317				
	10 - 11			270				
	11 - 12			287				
P.M.	12 - 1			330				
	1 - 2			327				
	2 - 3			370				
	3 - 4		462	427				
	4 - 5		434	481				
	5 - 6		460	485				
	6 - 7		445	461				
	7 - 8		272	321				
	8 - 9		219	241				
	9 - 10		197	221				
	10 - 11		100	91				
	11 - 12		54	57				
	Automatic Recorder Total 24 Hours			5348				
	Axle Correction Factor 1)							
	24-Hour Adjusted Total							

1) 1.00 - (0.5 x S&F Truck Percentage)

1979 Spring Cr. Hill Sec. of The Dalles-Calif. Hwy. (Grading & paving) 9054

#9054

September 8, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CCM 5
#9054

Gentlemen:

On August 20, 1980, we wrote to you concerning release of final payment on Contract No. 9054 awarded to Hixing, Incorporated for work on the Spring Creek Hill Section of The Dalles-California Highway in Klamath County.

Final payment on this contract is $15,709.23 and the total contract amount is $330,379.01, inclusive $16,368.31 for work performed under force account.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

dmg

cc: Hixing, Incorporated
P. O. Box 366
Glendale, OR 97015

bc: C. T. Keaney
Walt Hart
Dale Allen

9054

Files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Willamette Western Corp. No. 9079	Hill Rd.-Vista Lane Clackamas County	August 13, 1980
Hertz Electric, Inc. No. 8995	E. Greenwood Ave. @ E. 8th St. (Bend) Deschutes County	August 13, 1980
Elting, Inc. No. 9054	Spring Creek Hill Klamath County	August 14, 1980
Ross Bros. Const. Inc. No. 8757	S. Fk. Coquille River (Gaylord) Bridge Coos County	August 14, 1980
Tice Elect. Co. No. 9053	SE 82nd Dr. @ Oatfield Rd. (Gladstone) Clackamas County	August 18, 1980
Marion Const. Co.,Inc. No. 9004	Silver Falls State Park Marion County	August 25, 1980
Mid Oregon Crushing Co., Inc. & Philip Dahl, J.V. No. 9016	The Dalles-Calif. Hwy. @ Lower Bridge Rd. Deschutes County	August 25, 1980
Siuslaw Const. Co.,Inc. No. 8999	Youngs River Falls Bridge Clatsop County	August 25, 1980
Johnson Rock Products, Inc. No. 9074	Teakwood Ave.-Myrtle Ave. (Coos Bay) Coos County	August 27, 1980

September 2, 1980

C. T. Keasey
Asst. State Highway Engineer

9054

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Spring Creek Hill		WEEK ENDING: June 13, 1980
		SECTION PREFIX: 18-1164
HIGHWAY: The Dalles-California		COUNTY: Klamath
NAME OF JOB: Spring Creek Hill	KIND OF WORK: Grading and Paving	
CONTRACTOR: Elting, Inc.	CONTRACT NUMBER: 9054	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 20, 1979	DATE WORK STARTED: February 18, 1980	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED: 70
	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 47
PROJECT AUTHORIZATION: $341,913.08	ENGINEERING AUTHORIZATION: $27,112.05	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $314,801.03	ENGINEERING COST TO DATE: $21,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $334,365.28		DATE PROJECT WAS COMPLETED: May 9, 1980
ESTIMATED PERCENT: OVERRUN ~~OVERBREAK~~: 6 %	PERCENT OF AUTHORIZATION: 77 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. MAT'L. PROD.		
	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING		
MILES IN PROJECT					0.53		
MILES PARTIALLY COMPLETED					0.53		
MILES COMPLETED					0.53		
TOTAL ESTIMATED QUANTITIES (CONTRACT)	18,500 CY				750 Tons		
TOTAL QUANTITIES CORRECTED TO DATE	23,974 CY				800 Tons		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	23,974 CY				800 Tons		
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Completed				Completed		
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	8	Clear			
MONDAY	9	Clear			
TUESDAY	10	Prtly Cloudy			
WEDNESDAY	11	Prtly Cloudy			
THURSDAY	12	Showers			
FRIDAY	13	Cloudy			
SATURDAY	7	Prtly Cloudy			

RECEIVED
JUN 16 1980
CONSTRUCTION BRANCH

Kaesey, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnsen, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All work on the project has been completed.

The semi-final data was submitted to Region on June 13, 1980.

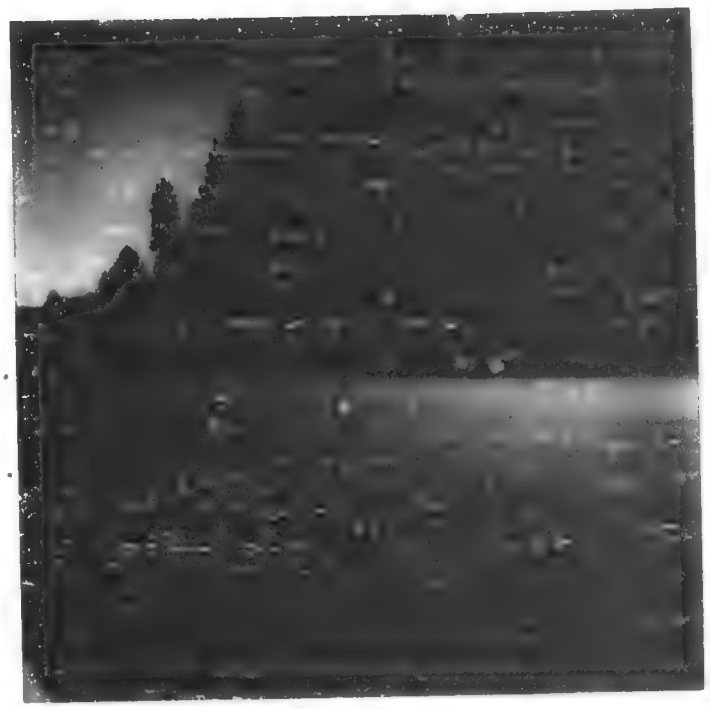
FINAL REPORT

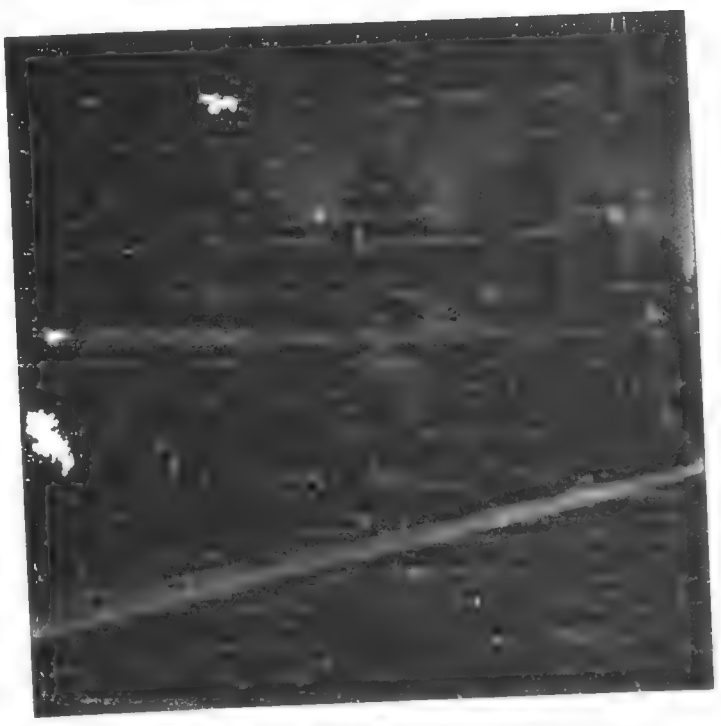
SIGNED Walter Bartel LOCATION Klamath Falls

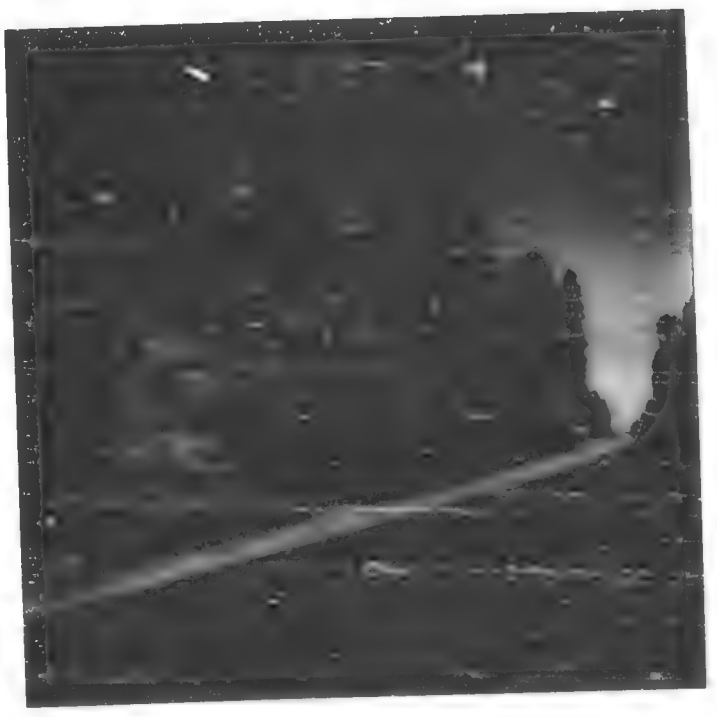
Walter Bartel, Asst. Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-FZ16







90-4

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 4
5309
P.O. BOX ~~1249~~, BEND, OREGON 97701 PHONE 382-1911

October 11, 1979

In Reply Refer to
File No.:

R. M. Beeman
US Dept. of Agriculture
Forest Service
PO Box 3623
Portland, OR 97208

RE: Spring Creek Hill

Dear Mr. Beeman:

Attached is a signed copy of the Stipulations for the above project. Mr. Coulter, the State Highway Engineer, will be out-of-state for some time and I have signed the agreement on his behalf.

The memo by the Wildlife Biologist is acceptable and has been attached to the agreement. Also, it is our understanding from the Forest Supervisor's office that the stipulations were written to cover all five projects on the hill. Since we will only be correcting one major cut under this contract, only those stipulations that apply to this contract are applicable.

Yours very truly,

Dale D. Allen

Dale D. Allen
Region Engineer

DA:mr
encl
cc: H. S. Coulter
Robert Chadwick, Forest Supervisor Winema National Forest
Don Trout - Please add the necessary references in specifications.
Wayne Cobine

RECEIVED
STATE HWY ENGR
OCT 12'79
REFER TO
FOR
Info | Invest | R/D | D/R | Spec | Act | File

10-23 cf

Form 734-3122

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Winema National Forest
P.O. Box 1390
Klamath Falls, Oregon 97601

2730
October 4, 1979

Dale Allen
Oregon State Highway Division
P. O. Box 5309
Bend, OR 97701

Re: Your letter of 9/5/79.

Dear Mr. Allen:

Thank you for your comments concerning the stipulations for your Spring Creek Hill project.

You originally asked for a new right-of-way which would cover all five projects on the hill. The stipulations were prepared to cover all the projects, even though only one was to be completed this year. We felt a lot of time and effort would be wasted if we prepared stipulations for each individual project.

1.d(1) of the stipulations includes all the culverts on the hill. It was written in such a way as to cover any type of project your Department may undertake on the hill.

Please see the attached memo from our Wildlife Biologist. This should clarify our position in reference to 2.a. Please attach the memo to make it a part of the stipulation.

If you would rather have his suggestion typed into the stipulations, please feel free to do so. Or you can send us the original and we will retype it here.

4.a(1) refers to signing on the hill. There are no signs at the bottom of the hill. We still feel they are necessary.

If you have any additional questions or comments, please contact Ron Lindh of this office. His number is 882-7761, Ext. 333.

Sincerely,

Susan A Hughs

for ROBERT J. CHADWICK
Forest Supervisor

Enclosure
cc Cobine

cc Don Trout - It appears that if we only do the one major cut the F.S. requirements do not apply. Recommend Proceed to advertise and work w/ FS & game people as we get into the job

Dale Allen 10-4-79

RCE PIA FAE
GEO
RDE

HIGHWAY CONSTRUCTION STIPULATION

STIPULATION

This Stipulation, made this _____ day of _____, 197_____, by and between the State of Oregon, Department of Transportation _____, hereinafter referred to as the State, and the Forest Service, United States Department of Agriculture, acting herein by and through the Regional Forester, hereinafter referred to as the Regional Forester.

WHEREAS, the State is engaged in the laying out, construction, operation, and maintenance of a public highway designated as The Dalles - California Hwy. No. 97 (Spring Creek Hill Section) _____, which traverses lands of the United States in the State of Oregon, County of Klamath, administered by the Forest Service and,

WHEREAS, the State and the Regional Forester desire to cooperate in the development and construction of a highway which will adequately protect and afford utilization of the lands of the United States traversed by the highway for the purposes for which the lands are being administered.

NOW, THEREFORE, supplementary to the terms and conditions of the highway easement deed between the United States, acting through the Department of Transportation, Federal Highway Administration, and the State, the parties hereto agree to carry out the following provisions during the construction stage (construction stage to begin when construction activities commence on lands administered by the Forest Service and end when the Regional Forester and the State actually agree that any work done thereafter will be considered as maintenance, EXCEPT, that

the Regional Forester reserves the right to reinstate the provisions of this stipulation if the State subsequently submits plans for reconstruction or alteration of the highway).

The State will:

1. Before any clearing of the right-of-way or construction of the highway is commenced:

   a. Prepare, in cooperation with the Regional Forester, a fire protection plan which will set forth in detail the fire prevention, presuppression, and suppression measures which will be taken by the Grantee, its employees, contractors, and subcontractors, and their employees in all operations during the construction stage. The fire plan shall be made available to all bidders prior to letting contract and the Grantee shall cause its contractors to comply with all provisions of the fire plan and of all burning permits issued for disposal of flammable materials.

   b. Prepare, in cooperation with the Regional Forester, a clearing plan which will set forth in detail the procedures and standards which will apply to (1) all clearing and disposal of merchantable timber and young growth in the right-of-way and (2) debris disposal, including debris removal from all streams. Such plan shall include provision for payment by the Grantee or its contractors for the merchantable timber on lands of the United States to be cut, used, or destroyed in the construction of the highway or in clearing of said right-of-way. Payment for merchantable timber will be at appraised value as determined by the Regional Forester: Provided,

that the Regional Forester may dispose of the merchantable timber to other than the Grantee or its contractors at no stumpage cost to the Grantee or its contractors.

c. Prepare in cooperation with the Regional Forester, a landscape and erosion control plan with the objective of protecting, restoring or enhancing the roadside landscape, protecting soil, and protecting or reestablishing vegetative cover. Such plan shall, when appropriate, provide for vegetating cuts, fills and other areas damaged as a result of highway construction; maintenance or operation; and for terraces, drainage, waste disposal areas, soil replacement, and other related requirements necessary to achieve the objective.

d. Prepare, as deemed necessary by the Regional Forester, for his approval, plans and specifications for: (Plans and specifications so required will become a part of this stipulation.)

(1) Protection from erosion or channel degradation at Stations 2723+92, 2725+15, 2745+10, 2753+81, and 2765+56 where water is discharged from culvert.

2. Comply with the following recommendations of the State Fish and Game Department and Forest Service for wildlife and fish management:

a. Erect big game barrier fence with extension wings at all bench road accesses from Highway 97.

3. Dispose of waste material resulting from slides during and after construction and surplus material at locations approved by the Forest Supervisor. A plan showing the proposed method of disposal shall be

Submitted at the time approval is requested.

4. Provide standard highway signs to identify the following locations:

   a. Two approach signs:

      (1) (Distance) Spring Creek Campground.

      (2) (Distance) OuxKanee (Viewpoint).

5. Permanently monument the right-of-way prior to completion of construction in accordance with State requirements for such right-of-way, but, in any event, the minimum requirements will be to place permanent monuments at the intersection of right-of-way with all property lines, section lines, and at intervals of not more than 1,000 feet along the right-of-way limits.

6. Reestablish or restore public land monuments disturbed or destroyed by construction, reconstruction, or maintenance according to instructions of the Bureau of Land Management, Department of the Interior. Other land monuments and property corners or witness markers shall not be damaged, destroyed, or obliterated without the prior permission of the Regional Forester, and shall be relocated or reestablished in accordance with standards satisfactory to the Regional Forester.

7. Provide a project archeologist or other cultural resource specialist as needed to monitor construction activities to insure that previously unidentified cultural resources are not disturbed. If such resources are discovered, the State must report the find to the Forest Service and leave it intact until clearance to proceed is granted by the Regional Forester.

9/10/79

Ron Lindh:

In reference to Mr. Allen's question on stipulation 2.a: If the bench roads will daylite out onto the highway, I feel animals will tend to be funneled out onto the road. If this is not the case, there would be no need for the barriers. From the plans we have have reviewed, I cannot tell the total extent of the benches.

Since there is no way of knowing absolutely that the barriers are needed, the stipulation should be changed to read that after the construction is done, the area should be monitored to determine if animals are being funneled onto the highway. If they are, barriers could be designed to turn them back.

Jack V Inman

JACK V. INMAN
Wildlife Biologist

OK
Allen

IN WITNESS WHEREOF, the parties hereto have caused this Stipulation to be executed on the day and year first above written.

By Dale D Allen 10/11/79
Region Engineer
For Scott Coulter

Title State Highway Engineer

Regional Forester

United States Forest Service

90-4

B/U ~~10-1-79~~ 4
10-15-79

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX ~~1249~~ 5309, BEND, OREGON 97701 PHONE 382-1911

September 5, 1979
In Reply Refer to File No.:

Robert J. Chadwick, Forest Supervisor
Winema National Forest
PO Box 1390
Klamath Falls, OR 97601

RE: Highway Construction Stipulation, Spring Creek Hill Section
The Dalles-California Highway, Klamath County

Dear Mr. Chadwick:

The Spring Creek Hill Section of The Dalles-California Highway north of Chiloquin is plagued with a problem of rocks falling into the highway. To correct this problem, we are proposing a project to construct a slope bench along a portion of the area and scale the loose rocks from the other slopes. Attached is a copy of our plans for this project.

We have your "Highway Construction Stipulations" for approval. Before approving these stipulations there are three items that we would like to modify.

We concur with, and can comply with, all provisions of the stipulations except for the following:

1.d.(1) Three of the culverts listed are not within the limits of our proposed project and we are not altering the existing drainage pattern in the area of the other two. We recommend this item be deleted.

2.a. We question the need for this.

4.1. We understand the signs requested are in place. This item should be deleted.

We would be pleased to receive your comments or further justification for the above so we can proceed with the project.

Yours very truly,

Dale D. Allen
Region Engineer

Verpoog
Anderson
Christensen copy
Olsen
Sullivan copy
Terpin
Trout
Wakerlig

RECEIVED
SEP 06 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

DA:mr
encl
cc: Don Trout, Wayne Cobine

Form 734-3122

9054

BU ~~9-13-79~~ ~~10-1-79~~

Road Design Section 378-6558

August 29, 1979

Dale Allen
Region 4 Engineer

ORIGINAL SIGNED BY
Donald L. Trout DONALD L. TROUT
Final Project Development Coordinator

Highway Construction Stipulation
Spring Creek Hill Section
The Dalles-California Highway
Klamath County

Here is the original of the Highway Construction Stipulation that was sent in by your office for review and possible signing by the State Highway Engineer.

While reviewing this document and the Memorandum of Understanding along with discussions with you, it was determined that you should make a further attempt to resolve the problems with the local Forest Service officials.

Also enclosed is a copy of some of our comments and a couple copies of the proposed plans. Please keep us informed of the outcome of this so we can make any necessary changes in the plans and specifications.

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 29 1979
ROAD DESIGN SECTION

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Bring Up / /
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DLT:ab
cc: Duane Christensen
Jack Sullivan
Frank Terpin

90541

6-13-79

ENVIRONMENTAL REVIEW CHECKLIST

4

All Clear Deadline

ALL CLEAR ~~3/26/79~~ Donald K Rowe

~~3-29-79~~ 6-28-79 Bid Letting

SECTION Spring Creek Hill
Highway ~~The Dalles-California~~
County Klamath Region 4
Type of Work Rock Fall Benches Funds State
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			
Cultural Salvage	X				
NOISE:					
Noise Study	X				

N/A State Funds

6-13-79 Wayne Cobine assured me that the US Forest Service had verbally cleared this & we would have it in writting by June 21, 1979

Don Rowe

9054

4

18-1437

Bend, Oregon, 97701
March 19, 1979

R.O.H.

R. O. Havig
Region Office Engineer

Spring Creek Hill Section
The Dalles/California Hwy
Klamath County

Bill Bergstedt
Specification

Attached is a letter I received from PP & L requesting that they be notified prior to any blasting on subject project.

Can we have something like this put in the Special Provisions calling the contractor's attention to this?

Please advise.

Verstieg ✓
Anderson
Olson
Sullivan Copy
Terpin
Trout
Walerius

RECEIVED
MAR 2 1 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

ROH:pw
cc: Wayne Cobine
Jack Cartwright
Enclosure

cc Bergstedt
Verstieg ✓
Sumter

I believe this project has been pulled from letting due to need for state funds on overlays — We should proceed to clear R/W w/ Fou. Ser.

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RCE PLA FAE
RTE RECEIVED GEO
RUE MAR 19 1979 RDE
RSO REGION 4 RBE
ASSIGNED

PACIFIC POWER & LIGHT COMPANY
P. O. Box 1148, Medford, Oregon 97501

RQE RE RCE PLA FAE
RTE RECEIVED GEO
RUE MAR 19 1979 RDE
RSO REGION 4 RBE
ASSIGNED

March 15, 1979

Mr. Dick Havig
Oregon State Highway Division
P. O. Box 1249
Bend, Oregon 97701

Dear Mr. Havig:

State Highway Project - Highway 97
North of Chiloquin - Spring Hill

Pacific Power & Light Company has no objections to this project provided the following procedures are followed:

1. Before blasting, contractor will contact Pacific Power at Klamath Falls, telephone 882-3411, extension 41.

2. This should be done at least 48 hours prior to blasting. It would be helpful if size of blast and where it will be set in regard to line, i.e., under line, adjacent, etc., could be given.

3. Pacific will inspect the site and determine if additional precautionary steps should be taken.

4. Contractor will be held responsible for any damages to Pacific's facilities.

It is necessary to have as much lead time as possible before blasting as this line is very important to Pacific's customers in the Klamath Falls area and to BPA customers north of Chiloquin. If you have any questions, please contact Mr. Don Brain, Pacific Power & Light Company, Klamath Falls, telephone 882-3411, extension 41.

Very truly yours,

W. E. Clark

W. E. Clark cip
Southern Division
Power Superintendent

WEC:cip

cc: D. E. Brain
PP&L Klamath Falls

9054

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Klamath Falls, Oregon

~~February 27, 1979~~ 3-5-79

FILE: LOC 17-7
18-1437

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Spring Creek Hill
The Dalles-California Hwy.
Klamath County

TO: Dale Allen
Regional Engineer

Attached hereto find letter from Winema National Forest concerning their EAR, and right of way grant on subject project.

As you will note in the letter several things are needed before the EAR is approved.

1.) Final copy of our construction plans.

2.) ~~A letter explaining~~ the immediate plans, and any long range plans.

3.) A letter from Pacific Power & Light Co. indicating that the proposal does not have an adverse effect on their rights.

4.) Specifications concerning guardrail, sign posts, etc.

Upon receipt of the above data, I will respond to the Winema National Forest.

cc: R. O. Havig w/attachment
File

3-5-79 Don't send plans until after meeting. Regen will ask. Dale

REFERRED TO
Beard, Stoudenmayer, Cole, Sample, Erikson, Watson, Hagar, Lau, Return, Do File Copy, Dutch
BY FINAL DESIGN ENGINEER

Hal Versteeg
3-1-79

RTE RE PCE PLA FAE
RECEIVED GEO
RTE
RUE FEB 26 1979 RDE
RUE
RSO REGION 4 RBE

Versteeg, Christensen, George, Olson, Terpin, Sullivan, Scott, Anderson

RECEIVED
MAR 0 2 1979
ENGINEERING SECTION

Do Not File
Return To
Bring Up
Action

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Winema National Forest
P. O. Box 1390
Klamath Falls, Oregon 97601

2730
February 12, 1979

Mr. Wayne F. Cobine
Resident Engineer
State Highway Division
2557 Altamont Drive
Klamath Falls, OR 97601

Dear Wayne:

Enclosed is a revised copy of the critical path for the right-of-way grant on Spring Creek hill.

You will note, on the critical path, that the Letter of Consent will not be given in time for the proposed start date of the project. We may have a problem with this, however. Our Regional Office has questioned whether it is necessary for us to approve your construction plans within the existing right-of-way. I have, therefore, sent them a copy of the original easement given to you by the BIA. If they rule that a consent letter is needed on your priority I, the project may be delayed.

We doubt you will have finished final construction plans for the other three priorities. Therefore, as you have money to do these projects it will be necessary for us to approve the plans on a case-by-case basis. Again, this is done by a consent letter from our Regional Office.

Three things we will need from you before we can get the Environmental Assessment report approved are:

1. A final copy of the construction plans.
2. A letter telling us exactly what your immediate plans are and what long-range plans you have for this area.
3. A letter from Pacific Power & Light telling you that your proposed project will not have an adverse effect on their rights.

One other thing we would like from you is the specs you are goverened by for color of guard rails and sign posts and needs for a three lane highway and criteria used to determine a public safety hazard.

Mr. Wayne F. Cobine

If you have any questions on this, give me a call.

RONALD LINDH
Lands Specialist

Enclosure

Right-of-Way Grant Procedure

P-Primary Responsibility
S-Support Responsibility

Note: USDA & Dept. of Transportation Easements will be handled in Forest Office with input from District and Engineering.
Type of Right-of-Way Grant will determine if "Activity" is appropriate.

Name of Proponent State of Oregon

Address of Proponent 2557 Altamont Drive

Type of Project Highway 97 - Spring Creek Hill

Date Planned	Date Accomplished	Activity	WL	PE	DR	DON CASE	OTHER
	Aug. 16, 1978	District received request for R/W from State.				P	
	Done	Meet on ground with State.		S	P		
	Nov. 17, 1978	Staff Specialist met at D-2 to develop Critical Path & Assign				P	
	Nov.27, 1978	Send letter to State requesting Construction Plans, etc.	P				
2/1/79	2/9/79	Develop EAR. First review at SO.				P	
3/29/79		EAR. Second review at SO at 0900.				P	
4/23/79		Construction Plans, EAR, Stipulations, and recommendations sent to RO	P				
5/23/79		Letter of Consent sent to State.					P 3/
4/26/79		Project starts (within existing R/W only)			S		P 4/
8/26/79		Project Completed			S		P 4/

Date Planned	Date Accomplished	Activity	WL	PE	DR	DON CASE	OTHER
9/26/79		Provide six "as constructed" R/W plats to WL	S				P 4/
10/26/79		Prepare Dept. of Transportation easement & send to R.O.	P				
11/26/79		Send deed to appropriate agency for execution and then send executed original to State.					P 3/
12/14/79		Record deed & send to R.O.	P				
1/2/80		Send copy of Deed to Forest					P 3/

LEGEND

P-Primary Responsibility

S-Support Responsibility

WL-Winema Lands

TP-Transportation Planner

DR-District Ranger

DR/WC-District R/W Coordinator

1/ Proponent

2/ Staff Specialist

PE Project Engineer

3/ R.O.

4/ State

9054

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Klamath Falls, Oregon

November 30, 1978

FILE:

Wayne F. Cobine

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Spring Creek Hill
The Dalles-California Highway
Klamath County

TO: Dale Allen
Regional Engineer

Attached you will find a copy of a letter I received from Ron Lindh, Lands Specialist for the Winema National Forest concerning the subject project.

In the letter he indicates that they (WNF) will need preliminary construction plans, including cross sections, and would like to have copies of any geology, soils or archaeological reports which are available. Also they would like the clearing limits marked so an estimate can be made of marketable timber.

I would think that some preliminary construction plans would be available and reduced prints of the cross sections could be made. I would be more than happy to set the clearing limits if I also had preliminary plans. It appears that in order for this project to proceed on schedule our early attention to their requests should be made, since the latest schedule indicates an April 26, 1979 letting date.

Please favor me with any action you want me to take at this time.

RCE RE RCE PLA FAE
RTE RECEIVED GEO
RUE DEC 1 1978 RDE
RSO REGION 4 RBE
ASSIGNED

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Winema National Forest
P. O. Box 1390
Klamath Falls, Oregon 97601

2730
November 27, 1978

Mr. Wayne F. Cobine
Resident Engineer
State Highway Division
2557 Altamont Dr.
Klamath Falls, OR 97601

Dear Wayne:

As I discussed with you, the Winema held a meeting on November 17, 1978, to discuss your proposed reconstruction of Highway 97 on Spring Creek Hill.

Your proposal will necessitate the Forest Service developing an Environmental Assessment Report. Before we can do this job, we will need your preliminary construction plans, including the cross-sections. We will also need the clearing limits marked on the ground so that we can determine the amount of timber to be removed.

The timber within the clearing limits will be cruised and appraised and sold to the State. You will probably want to reflect this in your construction contract.

We'd appreciate any reports of the geology, soils, or archaeological studies you may have completed for this project. This would help us meet your April 26 start date.

We've decided to have one of our archaeology techs look the area over. If he finds anything that might be significant, we will contact you so that you can have the State archaeologist evaluate his findings. You are aware that there is snow on the site now. If we cannot do this archaeological survey until next spring, the project may be held up. Hopefully, this will not be the case.

We plan to have the first cut of the Environmental Assessment Report done on February 1, 1979. We will be meeting at Chiloquin on that day to review this document. If you would like to attend, please let me know.

As you know, the existing easement from the BIA was never recorded or serialized with the BLM Land Office. To resolve the situation, we will prepare an easement which will not only include this new project, but all the existing highway right-of-ways crossing the Chiloquin District.

I've enclosed for your information, a rough draft of our Critical Path for the completion of this project. This enables us to identify responsibilities and keep things from falling between the chairs.

I will be your Forest Service contact for this project so any questions or correspondence should be directed to me. This will make it less confusing for everyone.

My address is P.O. Box 1390, Klamath Falls, OR 97601. My phone number is 882-7761, extension 333.

If you have any questions or comments, please let me know.

Sincerely,

RON LINDH
Lands Specialist

Enclosure

Right-of-Way Grant Procedure

P-Primary Responsibility
S-Support Responsibility

Note: USDA & Dept. of Transportation Easements will be handled in Forest Office with input from District and Engineering.

Name of Proponent State of Oregon

Address of Proponent 2557 Altamont Dr.

Type of Project Highway 97 - Spring Creek Hill

Date Planned	Date Accomplished	Activity	WL	PE	DR	DON CASE	OTHER
	Aug. 16, 1978	District received request for R/W from State				P	
	Done	Meet on ground with State		S	P		
	Nov. 17, 1978	Staff Specialist met at D-2 to develop Critical Path & assign				P	
	Nov. 27, 1978	Send letter to State requesting Construction Plans, etc.	P				
2/1/79		Develop EAR First review at D-2				P	
2/1/79		EAR Second review at S.O.				P	
3/15/79		Construction Plans, EAR, Stipulations, and recommendations sent to R.O.	P				
4/16/79		Letter of Consent sent to State					P 3/
4/26/79		Project Starts			S		P 4/
8/26/79		Project Completed			S		P 4/

Date Planned	Date Accomplished	Activity	WL	PE	DR	DON CASE	OTHER
Sept.26,79		Provide six "as constructed" R/W plats to WL	S				P 4/
Oct.26,79		Prepare Dept. of Transportation easement & send to R.O.	P				
Nov.26,79		Send deed to appropriate agency for execution and then send executed original to State.					P 3/
Dec.14,79		Record deed & send to R.O.					P 3/
Jan. 2,79		Send copy of Deed to Forest					P 3/

LEGEND

P-Primary Responsibility

S-Support Responsibility

WL-Winema Lands

TP-Transportation Planner

DR-District Ranger

DR/WC-District R/W Coordinator

1/ Proponent

2/ Staff Specialist

PE - Project Engineer

3/ R.O.

4/ State

9054 4

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 12, 1978

FROM: F. W. Yarbrough
Soils Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: Spring Creek Hill Section
The Dalles-Calif. Hwy.
Klamath County
Proposed Rock Fall Remedy

Following your recent inquiry about possible instability at the subject site, I made another inspection of the site in company with Ed Johnsen, who was sent by Construction Section in response to my request for assistance by an engineer especially knowledgeable in rock excavation. Region Geologist R. Van Cleave and Resident Engineer Wayne Cobine made the inspection with us but the recommendation in this report was formulated after we returned to Salem.

The problem consists of rockfalls into the travel lanes from talus and rimrock lying above sandstone and siltstone. The lower siltstone cut slope extends above grade from 20 to 50 feet on 3/4 to 1, and the overlying talus and rimrock from 30 to 100 feet and more above that. The siltstone is firm and stable, but it is subject to surface erosion. At the north end, the rock is open-jointed with a major joint system dipping steeply toward the grade. The contact between the rock and siltstone appears to dip toward the grade. Except for the 100 feet at the north end, the rock is in the form of talus containing several boulders up to 20 feet in some dimension. The cause of the problem now seems to be that the siltstone slope has suffered of the order of three feet of erosion from the surface since it was excavated, and this erosion has undercut the rock and talus overlying. Fragments are now dropping off, rolling down the 3/4 to 1 slope and into the travel lanes. As erosion proceeds from now on, fragments will be loosened more frequently than in the past. Also, as it proceeds, fragments will fall in larger groups making them more serious.

The Region's proposal for remedial construction is to make a bench cut at the top of the siltstone, which will remove the presently threatening fragments and will provide a 20 to 30-foot wide bench to catch fragments rolling from above. One of the uncertainties associated with the plan is that it requires 1/2:1 cut slopes through the talus above the bench (1/4:1 in 2 or more sections) in order to avoid cuts extending through 40 feet or more of cap rock above. It is quite uncertain whether the cuts can be made as steep as proposed. Even if they are made, they will probably be subject to rock falls, some fragments going over the bench into the road below. A second uncertainty is that the slope excavation above the bench is likely to expose a new contact between the talus and the siltstone which will be subject to the same erosion process as now exists, from which some fragments are likely to go over the bench.

The uncertainties as described above are most applicable to the conditions at priority location number one. At this location, it is our recommendation that a better plan is to make a fallout with a guard rail barrier at grade. Such a plan has an opportunity to catch every fragment that comes over the slope, and there are no construction uncertainties. It has the disadvantage of higher maintenance costs to keep the fallout clean. Fallout width may be made in part by constructing up to 15-feet high vertical cut in the siltstone and in part by moving the pavement away from the slope. The probability is that erosion from such a slope will be no greater than from the existing 3/4 to 1 slope and that the vertical undercut will not cause a slide. Extensive scaling of the slope should be done by "jill-poking" with a power shovel, winching some boulders off, and possibly some blasting.

At priority location number two, the bench cut probably can be made as proposed.

F. W. Yarbrough
Soils Engineer

Ed Johnsen

E. L. Johnsen
Special Studies and Cost Engineer

FWY:af

cc: J. H. Versteeg
Duane Christensen
Don Stoudenmeyer
C. T. Keasey
Dale Allen
Wayne Cobine
R. J. Van Cleave

jcopy/ ✓ Versteeg
Christensen
George
B Olsen all
Terpin
Sullivan
Scott
Savage

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ENGINEERING SECTION

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jcopy to D. Stoudenmayer

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic — DEPT.

378-6537 — TELEPHONE

DATE: September 7, 1978

TO: D. E. Swan, Manager
Federal Aid Section

FROM: L. E. George
Traffic Engineer Supervisor

NOTED
E. S. HUNTER

SUBJECT: Spring Creek Hill Section
The Dalles-Calif. Hwy.
Klamath County

An investigation of the accident history along the subject section has been completed.

During the period of January 1, 1976, through July 1, 1978, there were only four reported accidents on this section, none of which were reported to have involved rocks. The last rockfall accident reported occurred in January of 1974.

This accident history will not produce the favorable benefit/cost ratio needed to support a Title II safety project to correct a rockfall problem.

L. E. George
Traffic Engineer Supervisor

RHB:tk
cc: E. S. Hunter

9/14/78 cy to Region 4

NOTED
E. S. HUNTER
cc Hale Allen
3-5-79

PROJECT MANAGEMENT
PDE ☐ CDE ☐ OTHER
LGE ☐ FAE ☐ CE
SEP 11 1978
File: FM ☐
TAA ☐ LG ☐

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TECHNICAL SERVICES
MAR 1'79
REFER TO
FOR
Info | Invest | R/D | U/R | Align | Sgt | File

Modoc Co. Calif. Hwy.
∴ Spring Cr. Hill. Can we get Fed. money?
Accidents, high hazard, Safety

Modoc Pt used HHS Funds.
See attached letter of turn down for HHS on Spring Cr. Hill.
We could use Primary funds but some other job would have to slide.

1977 ADT = 3300

1 Rockfall Acc. 1974

4 Acc. (Non-rock) Jan. 1976 - July 1978

9054 4

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 1, 1978

FROM: Donald L. Trout
Office Engineer

SUBJECT: Spring Creek Hill Section
The Dalles-California Highway
Klamath County

TO: MEMO TO THE FILES

Oregon Transportation Commission Actions circulated February 24, 1978, said the Commissioners approved preliminary engineering and contracting of the above project at a cost of $300,000.

The project is located north of Collier State Park and is for the construction of a rock fall bench. There is an old field survey through this area that will be reworked for this project. This is being done in the Region office. The Authority for Survey has been approved. Some additional right-of-way will probably be required from the Forest Service. If the project is cleared in time, it could be contracted this summer.

DLT:jh
cc: E. S. Hunter
Gary Potter
J. B. Boyd
D. H. Moehring
Dale Allen

Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 0 1 1978
ENGINEERING SECTION

Trout
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Bring Up ___/___/___
Action

DATE: February 1, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

The following State project is not on the approved Construction Program and needs finance approval for preliminary engineering and contracting:

Section	Funding	Amount
Spring Creek Hill Section, The Dalles-California Hwy. Klamath County	State	$300,000

This project is for corrective work to reduce the danger from falling rock. The work will involve removal of dangerous rocks and construction of safety benches. The most recent occurrence over the Thanksgiving weekend resulted in a blockage of the highway for a short period of time. It therefore seems appropriate to undertake some corrective work as soon as possible. Undertaking this work at this time will permit removal of this project from Program A of the Preliminary Six-Year Program.

Your approval is recommended. The matter will be on the Consent Calendar for your consideration at the February 22 meeting.

DES:ljt ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
L. W. Rulien
D. H. Moehring
E. S. Hunter
V. E. Skoog
Region 4
George Bell

1979	Zigzag R.-Ski Bowl Front-age Road Sec. on the Mt. Hood Hwy. (Paving)	9055

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 26

SECTION Ski Bowl Frontage Road-Summit Meadow Road
Mt. Hood Highway

#26

REGION 4

AUTHORIZATION NO. 1

PREFIX 3-1433

DATE 4/20/83

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000
902 CITIZEN'S INVOLVEMENT		
903 LOCAL GOVERNMENT		
904 CONSULTANT		
905 FINAL DESIGN		1,500
906 BRIDGE DESIGN		200
907 PRELIMINARY DESIGN		
908 RIGHT-OF-WAY DESCRIPTION		
910 REGION GEOLOGIST		500
911 TRAFFIC SECTION		200
912 LANDSCAPE		
913 RIGHT-OF-WAY LIAISON		
914 REGION UTILITY LIAISON		
915 AUDITS	$	$
916 PHOTOGRAMMETRY		
918 LOCATION		
919 ENGINEERING GRAPHICS		
920 PROGRAM MANAGEMENT		200
921 SPECIFICATIONS		3,000
922 ADMIN. SERVICES		100
923 ENVIRONMENTAL SECTION		200
924 D.O.T.		
925 AIR MONITORING		
926 FOUNDATION		
927 FREE BRIDGE DESIGN		
932 RAILROAD & UTILITIES		200
933 SURFACE DESIGN	$	$ 1,500
934 GEOLOGY		
935 SOILS		
936 REGION TRAFFIC		
937 HYDRAULICS		
938 REGION ENVIRONMENT		
949 URBAN STUDIES		
950 TRAINING		
955 R/W RELOC. ASSISTANCE		
960 PERSONAL LEAVE		
980 PUBLIC HEARING		
TOTALS	$ 8,600	$ 8,600
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
STATE

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and estimate for an overlay project by contract.

1 Verstoeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig

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ROAD DESIGN SECTION

mc cy Watson
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Approved by Simon 4-19-83

PREPARED BY Phil Lemelyn — DATE 4/20/83

RECOMMENDED, REGION ENGINEER X — DATE

RECOMMENDED, LOCATION ENGINEER X Frank E. Terpin — DATE 4/20/83

APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X — DATE 4/20/83

APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X — DATE 4-20-83

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1914 (7-82)

#7055 7-1-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-FR-24(17)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90163

2A. COUNTY NAME: Clackamas

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/2/81

8. FEDERAL ROUTE NUMBER: Primary 24

9. STATE ROUTE NUMBER: Primary 26

10. GENERAL LOCATION:

Zigzag River - Ski Bowl Frontage Road Section

11. GENERAL DESCRIPTION OF WORK

Fill and pave ditch. Place asphaltic concrete paving on existing gravel road. Move pea gravel mound at end of truck escape ramp and pave a turnaround area.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 6/2/81 as requested in Mr. Keasey's letter of 6/25/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $7,062 Federal Funds $6,225.

(The above authorization does not require additional obligation of funds.)

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STATE HWY ENGR
JUL 10 '81
REFER TO Machine
FOR
Loc. | Lnths | R/D | Grd. | Surf. | Arc. | Str.

orig to 7/10

14. DATE: 7/7/81

15. SIGNATURE OF APPROVING OFFICIAL: [signature]

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE COPY

9055

cy: State (H S Coulter)

7-6-8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Clackamas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
7-2-81	W. C. Farr, FHWA Trainee	HES-FR-24(17)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
11-21-80	2-5-81	105 %	100

APPROVED EXTENSIONS	LOCATION
13 C.D.	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ZIGZAG RIVER - SKI BOWL FRONTAGE RD.
MT. HOOD HIGHWAY
Grading and Paving

This project provided for the construction of a H.T. pavement overlay, a truck escape ramp, concrete shoulder barriers, and other incidental work. A contract extension of 13 calendar days was granted. There were 16 days of liquidated damages under this contract. The project is considered acceptable.

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cy
7/7

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 7-6-81	TITLE Field Operations Engineer	DATE 7-6-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#9055 6-4-81 File L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Douglas S.Coats, Inc. No. 9143	Willow Cr. Br. (Heppner) Morrow County	May 8, 1981
Columbia Pacific Construction Co. No. 9035	Molalla River (Goods) Bridge Clackamas County	May 8, 1981
Babler Bros., Inc. No. 9055	Zigzag River-Ski Bowl Frontage Road Clackamas County	May 8, 1981
Hamilton Electric,Inc. No. 9088	Klamath Falls-Lakeview Hwy. @ Avalon St. Klamath County	May 11, 1981
East County Electric Co. No. 9104	CBD Signal System Expansion (Portland) Multnomah County	May 11, 1981
Roy E. Ladd,Inc. & Carl R. McConnell No. 8808	SE Yamhill St.-SE Powell Blvd. Multnomah County	May 12, 1981
Coral Const. Co. No. 9082	E. Fremont Intchge.-SW Corbett Ave. U'Xing & Stadium Fwy. Multnomah County	May 13, 1981
Wildish Corvallis Construction Co. No. 9032	Elm St.-34th Ave. (Albany) Linn County	May 15, 1981
Wagner Const. Co. No. 9122	Justice Center, Phase 1 Multnomah County	May 20, 1981
Tice Electric Co. No. 9140	Clackamas Hwy. @ Freeman Ave. (Milwaukie) Clackamas County	May 21, 1981
Select Contractors,Inc. No. 9184	Lane Co. Pavement Marking Project #3 Lane County	May 28, 1981

Contractor and Contract No.	Section & County	Acceptance Date
J. C. Compton Co. No. 9022	Twin Meadows Rd.-Santiam Jct. Linn County	May 29, 1981
Poe Asphalt Paving, Inc. No. 9116	Bully Cr. Rd.-Ritter Jct. Grant County	June 1, 1981
W. R. Grasle Co. No. 8711	SW Pine St.-SW Madison St. (Portland) Multnomah County	June 4, 1981

June 4, 1981

C. T. Keasey
Asst. State Highway Engineer

9.55

Mat 4

DATE: June 3, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Zig Zag River-Ski Bowl Frontage Road
FAP No. HES-FR-24(17)
Contract No. 9055
HFO-OR

copy sent. PRO 5-1

I assure you I am as concerned as you are about the asphalt paving problems and the cost of corrective measures on this and other projects as mentioned in Glen L. Green's letter of December 4, 1980.

We have been and are continuing to review our A.C. paving program to determine the necessary steps needed to be taken to achieve high quality durable pavements.

The following has taken place and/or is in the process of implementation in an attempt to reduce and/or eliminate the problems experienced on the subject project:

(1) On March 31, 1981, our field people attended a seminar sponsored by the Asphalt Pavement Association of Oregon in Eugene on "Segregation - Causes and Cures." This was a very informative and well received session. Another session of this seminar was held in Baker on May 27.

(2) A quality assurance statistical specification for asphalt concrete pavement has been developed and is to be used on two projects let on the May 28, 1981 bid letting. These two projects are the "Cape Creek Tunnel-Sutton Lake Section" and the "Dodge Canyon Creek-Westwood Street Section." This specification places more of the control and burden on the contractor with the State's acceptance testing being done behind the paver at points randomly selected. The results from these two projects will be used to further refine the specification and determine the degree to which this specification should be implemented.

(3) We have stated an interest to FHWA in hosting Training Course A3418 - "Practical Applications of Statistical Quality Control," when it becomes available from NHI.

(4) We are in the process of reviewing our existing specifications and will be issuing within the next few weeks some guidelines for strengthening our enforcement of these to assure high quality durable pavements. In conjunction with this, Mr. Jim Wilson and Mr. Dave Glenn will meet with the resident engineer on the job site at an appropriate time in the paving operation to assist in getting uniform good results and to establish what is an acceptable statewide level.

(5) We had proposed instigating increased penalties for nonspecification materials which are incorporated into the completed work and which would hopefully be more in line with the cost of the materials. We currently have two projects under contract in which a statistical quality assurance specification will be used, as pointed out in (2) above. Also, the HPR project underway by Professor Hicks of Oregon State University and Jim Wilson of our Materials Section is scheduled for completion about October 1981 and should shed more light on the quality factors which affect pavement life and appropriate price reductions or pay factors for nonspecification materials incorporated in pavements. As soon as the results of that study are available, we will see what needs to be done with our current specifications and Construction Manual Guidelines on pay factors.

(6) Additional specifications will be developed and implemented when it is determined that they are necessary to achieve the product we desire.

The above items have been or will be implemented as soon as practical in order to achieve the best quality possible in asphalt paving during this upcoming season. We hope this meets with your approval and assures you that we are equally concerned and committed to improving the quality of our pavements.

HSC:DOC:mk 1b

bc C. T. Keasey
E. L. Hardt
John Jenkins
Jim Wilson
D. O. Christensen

GENERAL FILES

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

MAT 4

DATE: June 20, 1980

TO: C. T. Keasey
Assistant State Highway Engineer

FROM: H. S. Coulter
State Highway Engineer

copy MAT 4-1

In reviewing the concerns of the contractors and our efforts toward resolution of our asphalt paving work, I think it would not be appropriate to instigate the increased penalties suggested in our guidelines. Certainly the multiplying factors in your new guidelines are more reflective of the reduced value of the nonspecification materials, but I think there is more to be gained by not increasing penalty amounts this year than from changing.

HSC:ia

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

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APR 22 1981
CONSTRUCTION BRANCH

Kessey K
Jackmond
Hopkins
Williams
Johnson
Richards
Berg
Inloes
Widmer
Gebauer
Church

In Reply Refer to
File No.: CON 5

DATE: December 4, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Zig Zag River-Ski Bowl Frontage Road
FAP No. HES-FR-24(17)
Contract No. 9055
Refer to: HFO-OR

letter sent 12/9

REFER TO
cy Keasey
BY STATE HWY. ENGR.

What are we trying to say?

I assure you I am as concerned as you are about the asphalt paving problems and the costs for the corrective measures referred to in your letter of November 3, 1980.

No doubt there are some changes which would be made in the specifications relating to A.C. production with dryer drum plants. The production rates of these plants, however, appear to be only one of several possible causes of segregation.

The Boeing dryer drum plant used on both the Warren-Scappose and this project has a manufacturer's rating of 400 ton/hr. This rate of production was exceeded on seven of the 17 days of paving on this project. However, the maximum rate of production of the base lift, which required extensive corrective measures, on the Warren-Scappoose project was 364 TPH and averaged 171.5 TPH.

Other possible causes of non-uniform mix identified on the Warren-Scappoose project were:

1. Allowing all the mix to be drawn out of the storage silos.

2. Emptying the dryer drum completely when a plant breakdown or other stoppages occur.

3. "Start" and "go" operation rather than maintaining a uniform production rate.

4. Failure to waste the first and last few tons of mix at the start and end of plant operation.

Form 734-3122

Before paving started these areas of concern were discussed with the contractor's paving personnel and our inspectors, and the removal of defective mix emphasized. Any obviously boney spots or streaked areas observed at time of placement were supposedly removed or otherwise corrected. In spite of these efforts, about 30 defective areas which needed corrective work were discovered on a walk-through inspection by the assistant resident engineer and one of the inspectors.

The resident engineers on these and other projects were contacted in an attempt to determine how this could occur. They reported that the segregation being encountered is not always visible at the time of lay-down. Usually the earliest visible sign does not occur until after rolling has commenced. At times, it is not until traffic has been using the roadway for a period of time, and other times it is not until after a rain that the difference in roadway texture has been visible. At the current production rates, a considerable length of pavement is laid during a shift and an inspector could very well miss these defective areas.

During the past construction season, we have been collecting data from projects where dryer drum plants were used. As a result of our preliminary findings, a review of our A.C. specifications has commenced. At this time, we are considering an end result specification and developing procedures to shift process control of gradation and asphalt content to the contractor. Further analysis of the data obtained should provide a basis for establishing lot sizes and realistic pay factors to be used on a trial basis next paving season. These will be provided for your review as soon as drafted.

We will also be contacting region and resident engineers to emphasize not only stricter enforcement of the quality requirements for A.C. pavements but to establish what is an acceptable level for A.C. paving statewide.

9555

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project HES-FR-24(17
Zig Zag River-Ski Bowl Frontage Road
Inspection Report

Date: November 3, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The attached inspection report points out problems that occurred in the asphalt pavement construction on this project and suggests possible remedies that merit your full consideration. In addition, this office has been concerned for some time over the quality of the A.C. pavements being constructed in Oregon.

Subject project was allowed to progress with apparent knowledge that the pavement quality was unacceptable. Apparently the mix in place was segregated to such an extent that, based on visual inspection, large areas had to be removed and replaced prior to final acceptance. Why was the contractor allowed to place such a mix? Why weren't the operational deficiencies which resulted in unacceptable work corrected prior to completion of the project? Such an operation has resulted in a new pavement with numerous patches as well as segregated areas not deemed deficient enough to remove and replace but which severely reduce pavement durability.

This is not an isolated case. The same problems were encountered on the project the contractor completed prior to subject project, requiring digouts, replacements, and a seal of the bottom lift of pavement prior to placement of the top lift. Moreover, the contractor was able to produce and lay an acceptable top lift when rigidly controlled by your project people.

Also during the past year or so it has been necessary to seal several newly completed projects to prevent early deterioration. These are costly operations that can be eliminated by the initial construction of a high quality pavement.

I am sure you must be equally concerned about this matter. As public agencies with limited funding we cannot afford immediate additional work on newly completed poor quality pavements. Too, it certainly isn't in anyone's interest to require substantial corrective work (remove and replace) prior to final acceptance of the work when such deficiencies are visually apparent and operational changes could have been made to prevent such deficiencies throughout the project. This was fully demonstrated on the Warren-Scappoose project.

In summary, I am concerned about the quality of our A.C. pavements over

Info-Klundt 11/5

	Info
	Inves
X	R/D
	D/R
	Sign
	Act
	File

FOR ... REFER TO ...

NOV 5 - '80

RECEIVED STATE HWY ENGR

the past several years. I do not consider "removing and replacing" or adding a surface seal to be reasonable solutions. The mixing and laying process has to be controlled to avoid this type of corrective work. This can only be accomplished through more stringent enforcement of project specifications or through changes in the specifications if they are not adequate to achieve the high quality durable pavements desired.

I suggest that you thoroughly review your A.C. paving program and take whatever steps necessary to achieve construction of a high quality durable pavement prior to commencement of the next paving season. My staff is available to assist in such an endeavor.

for G. L. Green

Attachment

cc:
OSHD (C T Keasey, Const)

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Clackamas	Oregon

IN COMPANY WITH: Bill Hoffman, Resident Engineer, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-21-80	W. N. Bryant, Area Engineer	HES-FR-24(17)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
See below	See below	100 %	80 %

ZIGZAG RIVER-SKI BOWL FRONTAGE ROAD
MT. HOOD HIGHWAY
Grading and Paving

Work Completed

Paving	98%	complete
Guardrail	100%	"
Shoulder Barrier	0%	"
Excavation (Truck Ramp)	50%	"
Overall	80%	"

Work Underway

Excavating truck ramp and hauling material to disposal area at the plant site. Excavating for culvert to be installed at the entrance to the truck ramp. Hauling and placing shoulder rock throughout the length of the project.

All of the AC paving work has been completed, except for the small amount required at the entrance to the truck escape ramp which is expected to be completed in the next few days. While the overall riding quality of the pavement is quite good the workmanship is considered to be somewhat less than desired. The surface texture of the pavement indicates that some segregation of the mix took place during construction. This condition is made even more apparent by the number of patches which were placed immediately after completion of the initial paving. This apparent segregation problem is, in my judgment, the result of inadequate and in some cases non-existing specifications necessary for the Resident Engineer to adequately and properly control the quality of the mix produced by a Dryer-Drum plant.

For example, paragraph 3 of Section 403.33 of the Special Provisions eliminates certain portions of Section 403.33, in particular paragraph C-4, of the Standard Specifications when a Dryer-Drum plant is used. As a result, this removes the requirement that a munufacture's plate be provided that gives volumetric content of the drum and the recommended rate of aggregate feed. There is currently no way to control the height or angle

of the mixing blades, angle of the drum, rate of drum revolution, mixing time, and most importantly the plant output (rate of aggregate feed). The contractor is therefore allowed to exceed the apparent but not specified capacity of the plant as he may desire. As a result of this plant overloading considerable segregation of the mix must undoubtedly take place.

It is recommended therefore that FHWA not approve the use of Dryer-Drum plants on any future projects until these deficiencies in necessary control specifications are corrected in a satisfactory manner.

The need for the truck escape ramp has been apparent since the beginning of construction. On 10-3-80 a truck loaded with a D-8 tractor used the uncompleted ramp while work was underway. While none of the State or contractors personnel were injured, the truck driver had to be cut from the cab of his truck after hitting the front-end loader. Previous to this, one flat-bed truck ran into a piece of equipment after he had lost control, and another large out-of-control truck used the cut bank immediately up hill from the ramp to stop his truck. On 10-12-80 (after dark) a man and his wife were killed when their truck left the roadway immediately down the hill from the ramp. Because of the problem with trucks, the contractor is currently using pilot cars to control traffic from the summit down the grade past the construction activities. The traffic control measures currently being used on this project are considered excellent.

The specified contract time of 325 calendar days expires on 10-23-80. It is now estimated that all contract work will be completed by 11-15-80.

9055

May 12, 1981

SeaFirst Surety Company
1001 4th Avenue
Seattle, WA 98154

COM 5
#9055

Gentlemen:

Contract No. 9055 awarded to Kubler Bros., Inc., for paving on OR8 Kiger River-Ubl Rural Frontage Road Section of Pac Hi. Road Highway in Clackamas County was completed on January 24, 1981, and accepted by the State Highway Division on May 8, 1981.

Final payment in the amount of $18,236.53 will be released to the contractor after May 18, 1981. The total contract amount is $1,708,271.32 and no work was performed under your account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gemmen
COMMISSION SERVICES

RWG

cc Kubler Bros., Inc.
4801 S. E. Lake Road
Milwaukie, OR 97222

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Macek
Ed Hardt

9055 — 26

February 27, 1981

Willard Hoffman
Resident Engineer
Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Zigzag River-Ski Bowl Frontage Road
Mt. Hood Highway
Clackamas County

We found your as constructed narrative report interesting. It was a little surprising that so many trucks were running away through the work area. Some must have been over-confident in the braking capability of their equipment to get into that predicament. Using a pilot car and stopping them at the top of the grade was very effective. We would do well to remember this experience when we have a similar job.

Your experience with the truck traffic certainly reinforces the prior data showing the need for the truck escape ramp.

FE:ab E. L. Hardt

9055

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Zigzag River- Ski Bowl Frontage Rd.	WEEK ENDING: 1/24/81
		SECTION PREFIX: 003-1011
	HIGHWAY: Mt. Hood	COUNTY: Clackamas
NAME OF JOB	KIND OF WORK: Paving	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 9055	FEDERAL AID PROJECT NUMBER: HES-FR-24(17)
DATE OF CONTRACT: 11/20/79	DATE WORK STARTED: 5/21/80	ESTIMATED COMPLETION DATE: 11/21/80
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 338	CALENDAR DAYS USED 354
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 105
PROJECT AUTHORIZATION: $1,856,665.13	ENGINEERING AUTHORIZATION: $132,039.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $1,724,635.61	ENGINEERING COST TO DATE: $92,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,692,585.88		DATE PROJECT WAS COMPLETED: 11/21/80
ESTIMATED PERCENT UNDERRUN: 1.9%	PERCENT OF AUTHORIZATION: 70 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	A.C. Leveling	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			49,200 CY			12,800 Ton	26,050 Ton
TOTAL QUANTITIES COMPLETED TO DATE			57,620			11,280	31,341
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			57,620			11,280	21,341
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Rain	0		
TUESDAY	Showers	0		
WEDNESDAY	Showers	0		
THURSDAY	Rain	0		
FRIDAY	Showers	0		
SATURDAY				

Keesey, Jackmond, Hopkins, Williams, Johnson, Glen

RECEIVED
JAN 26 1981
CONSTRUCTION BRANCH

Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
1/18 SUNDAY	No activity.
1/19 MONDAY	No activity.
1/20 TUESDAY	No activity.
1/21 WEDNESDAY	No activity.
1/22 THURSDAY	No activity.
1/23 FRIDAY	No activity.
1/24 SATURDAY	No activity.

REMARKS

Office working on Semi-Final

SIGNED W E Hoffman LOCATION Portland

W.E. Hoffman Res. Engr.

BOTH ARE INVOLVED SUBMIT 3 COPIES

TO MY REG DEPT SUBMIT 3 COPIES — WHEN BRIDGES INV

9055

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 4, 1980

In Reply Refer to
File No.: CON 5 #9055

Babler Bros., Inc.
Post Office Box 02008
Portland, OR 97202

NOTED
H.S. COULTER

Re: Time Extension Request
Zigzag River-Ski Bowl Frontage
Road Section
FAP No. HES-FR-24(17)
Contract No. 9055

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 13 calendar days is granted due to additional excavation and clearing work performed (11 calendar days) and delays resulting from heavy hunting season traffic (2 calendar days). Our records indicate that the project was not delayed on October 4.

There remains 16 days of liquidated damages under this contract.

If you wish to submit additional data or to review this matter further, please contact Resident Engineer Hoffman.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
DEC 8 - '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cc: H. S. Coulter (w/att.)
Ed Hardt
W. E. Hoffman
Robert Church
FHWA (w/att.)

Form 734-2122

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: December 2, 1980

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: ZIGZAG RIVER-SKI BOWL FRONTAGE ROAD
CONTRACT NO. 9055

Attached is a time extension request from Babler for 15 days and Assistant Resident Engineer's analysis and recommendation. Wayne Schulte gives a good account of the events causing the overrun and his next-to-last paragraph summarizes the situation very well. I concur in the recommendation to grant the 13 calendar days time extension.

12-4-80

CTk:
I concur with Region and recommend a 13 calendar day time extension.

MC/cp
Attachments
cc Bill Hoffman

RECEIVED
DEC 3 1980
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inlow, Widmer, Gebauer, Church

Contains Recycled Materials
1-123-1987

SP-78693-128

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97266

25 ~~October~~ NOVEMBER 1980

FILE: C

FROM: Wayne Schulte
Ass't. Res. Engr.

TO: Marion Craft
Region Construction Engineer

SUBJECT: Time Extension Request
Zigzag River - Ski Bowl
Frontage Rd.
Contract: 9055

Attached for your review are two copies of a Time Extension Request along with supporting data. The contractor is asking for an increase from the specified 325 calendar days to 340 in which to complete the project. Job completion was attained in 354 days.

Several dates which are relevant to this project are as follows:

Contract Awarded	20 November 1979
Day Count Began	4 December 1979
Contract Work Began	21 May 1980
Contract Time Expired	23 October 1980
Work Completed	21 November 1980

The contractor is requesting that twelve days be granted due to the additional clearing, grubbing, and excavating that was needed near the east end of the truck escape ramp. We initially staked this area on ½ to 1 slopes but found after excavating began that the expected solid rock formations were considerably below original ground. We then had to lay the slopes back on a 1 to 1 from the top of the rock formation to the easement line. Preliminary calculations show that about 7,000 cubic yards of additional material was excavated and hauled from the overburden area.

A review of the Daily Progress reports shows that during the period 4th August through the 14th August virtualy all of the contractor's time was spent on this added work. One day was spent on the clearing and grubbing, and eight days were needed to excavate and haul the material. The time spent seems reasonable. No work was performed during the intervening weekend.

Based on the foregoing analysis it would seem prudent to grant the contractor an additional 11 calendar days.

The contractor is also asking that he be given three additional days for the time period 3,4, and 5 October. Norm Jarl states in his letter that we would not allow them to excavate on the escape ramp during that time. His statement is not correct in that we issued a stop work order which halted contractor truck haul activity on Highway 26 for Sunday 5 October only. Curtailment of hauling operations was due to the

tremendous volume of homeward bound deer hunters on opening weekend. Jarl would have excavated and hauled if we had permitted them to do so.

It is true that contractor activities were severely hampered on Friday 3 October by heavy traffic and a runaway truck that crashed into Jarl equipment on the unfinished escape ramp. Traffic was so severe that Babler Bros. stopped their paving operations at 11:00 A.M. If they had not stopped on their own accord we would have shut them down. The runaway truck crashed at about 9:00 A.M. This in effect shut down all of Jarl's work with the exception of the day shift rock crushing. Since they could not get additional excavated material to the plant site the night shift could not work.

On Saturday 4 October, we placed no restrictions on contractor work. Jarl excavated and hauled material to the plant. The crusher was also operational during both the day and night shift. Babler Bros. chose not to work that day.

Happenings during the 3, 4, and 5 October period lead us to believe the contractor should be given additional time to complete the project for 3 and 5 October. There does not appear to be sound reason for granting additional time for 4 October. Thus that weekend should justify a 2 day time extension.

In summary, this project was set up with a 325 calendar day completion time. The contractor did not start work until 170 days had elapsed. This scenario does not lead one to be overly sympathetic to the contractor's plea for additional time. However, it is our feeling that in spite of his late start-up time, he should be given credit for those days in which added work was performed or other restrictions were imposed. To the contractor's credit he did work consistently once they began.

It is our recommendation that a 13 calendar day time extension be granted. This would leave 16 days on which liquidated damages would be charged.

Wayne Schulte

Wayne Schulte
Ass't. Res. Engr.

WS/dd
Attachments

Form FHWA 121 (1/80)

#9055

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

...E OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project HES-FR-24(17)
Zig Zag River-Ski Bowl Frontage Road
Progress of Work

Date: August 20, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of:
XRef: HFO-OR/520.3

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

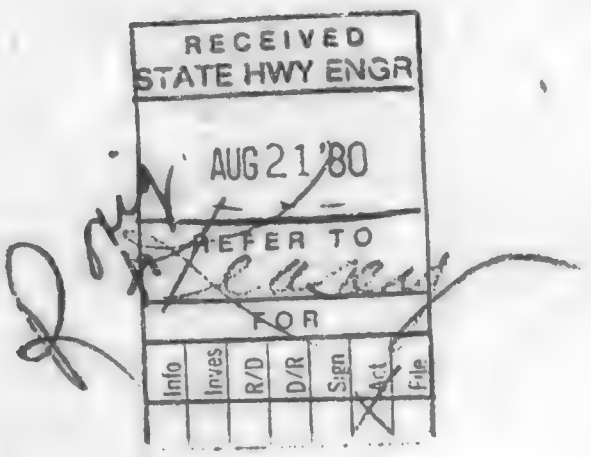
During a recent inspection of subject project it was noted that approximately 75% of the contract time had elapsed while only 15% of the work had been completed. Also, production of paving aggregates had just begun. I am very concerned with this situation particularly since the paving project is located at a high elevation and knowing the contractor will be anxious to complete the paving work this construction season.

Many of our more recent pavement problems have developed on projects which were completed late in the construction season, under marginal weather conditions, and then immediately subjected to extreme weather conditions and winter traffic. Knowing the high risk involved in late season paving, it is imperative that we as managers of the transportation construction program, take whatever steps necessary to assure construction of pavements only during periods when there is a reasonable chance of success. This is especially true during this time of increasing needs and declining revenues. We just cannot afford risking failure of an investment of this magnitude.

I am sure you agree with my philosophy in this matter and will take whatever steps necessary to ensure construction of a high quality durable pavement even if it requires delaying pavement construction activities until next construction season.

G. L. Green

cc:
OSHD (C T Keasey)
OSHD (Geo Hopkins)



9055

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: S-109 + S-91		County: Clackamas
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: HES-FR-24(17)
MODIFICATION NUMBER:	7238D	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 50,103.00	$ 1,892,233.00
Federal funds	$ 45,092.00	$ 1,668,972.00
Other revisions		

This modification is made for the following reasons: To add pavement overlay to the project.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22 nd day of July, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Hwy. Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form FR-2A
(Rev. 10-76)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 9, 1980

Federal Aid Project
No. HES-FR-24(17)

Zigzag River-Ski Bowl Frontage Rd. Section
Mt. Hood Highway
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE (HES-APPN CODE 141)

Preliminary Engineering		All Required	$ 15,500.00

Type Code Y101 (HES-APPN CODE 141)
Median Barrier (M.P. 49.74)

Mobilization	1 %	All Required	$ 1,500.00
Temporary Protection and Direction of Traffic	1 %	" "	120.00
Temporary Signs	32 Sq. Ft.	6.00	192.00
Temporary Barricades	1 Each	100.00	100.00
Flagmen	40 Hour	21.00	840.00
Removal of Structures and Obstructions	4 %	All Required	200.00
Class "B" Asphalt Concrete Mixture	55 Ton	10.00	550.00
Asphalt Cement in Mixture	4 Ton	112.00	448.00
Guardrail Type 2A	150 Lin. Ft.	10.00	1,500.00
Guardrail Type 3	50 Lin. Ft.	22.00	1,100.00
Barrier Connections	2 Each	800.00	1,600.00
Concrete Barrier	688 Lin. Ft.	35.00	24,080.00
		SUBTOTAL	$ 32,230.00
		Engineering	4,673.00
		TOTAL	$ 36,903.00

Type Code 6201 (FR-24(17), APPN CODE 110)
Zigzag River-Ski Bowl Frontage Road
Pavement Overlay & Escape Ramp (M.P. 43.6 to M.P. 52.5)

Furnishing Field Laboratory	1 Each	4,000.00	$ 4,000.00
Mobilization	99 %	All Required	148,500.00
Temporary Protection and Direction of Traffic	99 %	All Required	11,880.00
Temporary Signs	717 Sq. Ft.	6.00	4,302.00
Temporary Barricades	5 Each	100.00	500.00

Temporary Plastic Safety Markers	18 Each	70.00	$ 1,260.00
Flagmen	2,560 Hours	21.00	53,760.00
Pilot Car	260 Hours	30.00	7,800.00
Clearing and Grubbing		All Required	15,000.00
Removal of Structure and Obstructions	96 %	All Required	4,800.00
General Excavation	49,200 Cu. Yd.	4.10	201,720.00
Controlled Blasting of Rock Faces	25,650 Lin. Ft.	2.40	61,560.00
Trench Excavation	50 Cu. Yd.	26.00	1,300.00
Finishing Roadbed and Slopes		All Required	11,000.00
1-0 Aggregate Base	1,100 Ton	7.00	7,700.00
Aggregate Shoulders	3,200 Ton	6.00	19,200.00
Arrester Bed Surfacing	1,750 Ton	15.00	26,250.00
Class B Asphalt Concrete Mixture	25,995 Ton	10.00	259,950.00
Class B Asphalt Concrete Mixture in Leveling	12,800 Ton	10.00	128,000.00
Asphalt Cement in Mixture	2,521 Ton	112.00	282,352.00
Asphalt in Tack Coat	55 Ton	200.00	11,000.00
Hold Down Anchors	4 Each	550.00	2,200.00
18-inch Culvert Pipe	136 Lin. Ft.	25.00	3,400.00
6-inch Drain Pipe	120 Lin. Ft.	15.00	1,800.00
Gravel in Drains	5 Cu. Yd.	30.00	150.00
Fiber Filter	70 Sq. Yd.	5.00	350.00
Guardrail Type 2A	18,825 Lin. Ft.	10.00	188,250.00
Guardrail Type 3	200 Lin. Ft.	22.00	4,400.00
Guardrail Anchors, Type 1	32 Each	250.00	8,000.00
Extra for Guardrail Bridge Connections	8 Each	400.00	3,200.00
Concrete End Pieces	4 Each	500.00	2,000.00
Rail End Pieces, Type C	32 Each	125.00	4,000.00
Extra for Asphalt Approaches	19 Each	500.00	9,500.00
Concrete Barrier	700 Lin. Ft.	35.00	24,500.00
Wood Sign Posts		All Required	1,200.00
Sign Support Footings		All Required	1,600.00
Slip Base Sign Supports		All Required	2,000.00
Modified Steel Sign Supports		All Required	3,000.00
Type "C" and "D" Signs	217 Sq. Ft.	15.00	3,255.00
Type "T" Signs	60 Sq. Ft.	15.00	900.00
			$1,525,539.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 8,800.00
Temporary Pavement Striping	All Required	7,500.00
Asphalt Cement Adjustment	All Required	65,000.00
		$ 81,300.00
	SUBTOTAL	$1,606,839.00
	Engineering	232,991.00
	TOTAL	$1,839,830.00

Length of Project---------- 8.90 mi.
Cost of Roadway Per Mile--------$206,722.47

Work Retained in Program Status
(not included in amounts below)

Painting Concrete Barrier for Escape Ramp	All Required	$ 2,300.00

SUMMARY OF FUNDS (90%) (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	141	$ 15,500	$ 13,950	$ 1,550
Median Barrier	141	36,903	33,212	3,691
Pavement Overlay	110	1,839,830	1,621,810	218,020
TOTAL		$1,892,233	$1,668,972	$ 223,261

Group (HES) 1 2%; Group (FR) 98%
Contract No. 9055
Prefix 3-1903
Prefix 3-1011

Zigzag River-Ski Bowl Frontage Rd.
Nonparticipating-State Work

State Responsibility for Damages	All Required	$	9,000.00

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 1-14	FEDERAL-AID PROJECT AGREEMENT 12 18-79	Oregon
		County: Clackamas
		Project No.: HES-24(17)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US26, 5.5 mi. S.E. of Rhododendron, S.E. 0.5 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-5-79	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	10-24-79	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 50,103.00	$ 45,092.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Assistant State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 12-18-79

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS, AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 26, 1979

Federal Aid Project
No. HES-24 (17)

Mt. Hood Hwy. at Map Corner Curve
Mt. Hood Highway
Clackamas County

Project Agreement Estimate

Type Code PE preliminary Engineering	All Required		$13,200.00
Type Code Y101 Median Barrier (M.P. 49.74)			
Mobilization	All Required	1%	$ 1,500.00
Temporary Protection and Direction of Traffic	All Required	1%	120.00
Temporary Signs	32 Sq.Ft.	6.00	192.00
Temporary Barricades	1 Each	100.00	100.00
Flagmen	40 Hour	21.00	840.00
Removal of Structures and Obstructions	All Required	4%	200.00
Class "B" Asphalt Concrete Mixture	55 Ton	10.00	550.00
Asphalt Cement in Mixture	4 Ton	112.00	448.00
Guardrail Type 2A	150 Lin.Ft.	10.00	1,500.00
Guardrail Type 3	50 Lin.Ft.	22.00	1,100.00
Barrier Connections	2 Each	800.00	1,600.00
Concrete Barrier	688 Lin.Ft.	35.00	24,080.00
		Subtotal	$32,230.00
		Engineering	4,673.00
		Total	$36,903.00

Length of Project - - - - - - - - - 0.00

Summary of Funds (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$13,200	$11,880	$1,320
Median Barrier	36,903	33,212	3,691
Total	$50,103	$45,092	$5,011

Group 1 2%; Group 9 98%
Contract No. 9055
Prefix 3-1903
Prefix 3-1011

Oregon State Highway Division
Salem, Oregon, November 26, 1979

Federal Aid Project
No. HES-24 (17)

Zig Zag River - Ski Bowl Frontage Road
Nonparticipating - State Work

Furnishing Field Laboratory	1 Each	4,000.00	$ 4,000.00
Mobilization	All Required	99%	148,500.00
Temporary Protection and Direction of Traffic	All Required		11,880.00
Temporary Signs	717 Sq.Ft.	6.00	4,302.00
Temporary Barricades	5 Each	100.00	500.00
Temporary Plastic Safety Markers	18 Each	70.00	1,260.00
Flagmen	2,560 Hour	21.00	53,760.00
Pilot Car	260 Hour	30.00	7,800.00
Clearing and Grubbing	All Required		15,000.00
Removal of structures and Obstruction	All Required	96%	4,800.00
General Excavations	49,200 Cu.Yd.	4.10	201,720.00
Controlled Blasting of Rock Faces	25,650 Lin.Ft.	2.40	61,560.00
Trench Excavation	50 Cu.Yd	26.00	1,300.00
Finishing Roadbed and Slopes	All Required		11,000.00
1"-0 Aggregate Base	1,100 Ton	7.00	7,700.00
Aggregate Shoulders	3,200 Ton	6,00	19,200.00
Arrester Bed Surfacing	1,750 Ton	15.00	26,250.00
Class "B" Asphalt Concrete Mixture	25,995 Ton	10.00	259,950.00
Class "B" Asphalt Concrete Mixture in Leveling	12,800 Ton	10.00	128,000.00
Asphalt Cement in Mixture	2,521 Ton	112.00	282,352.00
Asphalt in Tack Coat	55 Ton	200.00	11,000.00
Hold Down Anchors	4 Each	550.00	2,200.00
18-inch Culvert Pipe	136 Lin.Ft.	25.00	3,400.00
6-inch Drain Pipe	120 Lin.Ft.	15.00	1,800.00
Gravel in Drains	5 Cu.Yd.	30.00	150.00
Fiber Filter	70 Sq.Yd.	5.00	350.00
Guard Rail Type 2A	18,825 Lin.Ft.	10.00	188,250.00
Guard Rail, Type 3	200 Lin.Ft.	22.00	4,400.00
Guard Rail Anchors, Type 1	32 Each	250.00	8,000.00
Extra for Guard Rail Bridge Connections	8 Each	400.00	3,200.00
Concrete End Pieces	4 Each	500.00	2,000.00
Rail End Pieces, Type C	32 Each	125.00	4,000.00
Extra for Asphalt Approaches	19 Each	500.00	9,500.00
Concrete Barrier	700 Lin.Ft.	35.00	24,500.00
Wood Sign Posts	All Required		1,200.00
Sign Support Footings	All Required		1,600.00
Slip Base Sign Supports	All Required		2,000.00
Modified Steel Sign Supports	All Required		3,000.00

Oregon State Highway Division
Salem, Oregon, November 26, 1979

Federal Aid Project
No. HES-24 (17)

Type "C" and "D" Signs	217 Sq.Ft.	15.00	3,255.00
Type "T" Signs	60 Sq.Ft.	15.00	900.00
		Total	$1,525,539.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 8,800.00
Temporary Pavement Striping	All Required	7,500.00
Asphalt Cement Adjustment	All Required	65,000.00
State Responsibilty	All Required	9,000.00
Painting Concrete Barrier for Escape Ramp	All Required	2,300.00

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

#9055 7-1-80

FEDERAL AID PROJECT NO.: ES-FR-24(17)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90163

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL - 7 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10/24/79	6/10/80	Primary 24	Primary 26

GENERAL LOCATION:

Zigzag River - Ski Bowl Frontage Road

GENERAL DESCRIPTION OF WORK:

Furnish and place bikeway signs and pavement legends

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 6/10/80, as requested in Mr. Keasey's letter of 6/18/80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $1,004 Federal funds $904.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7/1/80	G. K. Hoover	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-458

#7055 1-1-80

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
H FR-24(17)

STATE PROJECT NO.
See below

COUNTY NAME
Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
90163

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7-2 only

RECEIVED
STATE HWY ENGR
JUL - 2 '80
REFER TO
Mac Irons
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10-24-79	10-24-79	Primary 24	Primary 26

GENERAL LOCATION:
Zigzag River - Ski Bowl Frontage Road Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of 6-17-80 and FR-9 I approve the program change effective with the date of PS&E approval and extending the limits of the project by 8.9 miles, changing the termini to read - "Zigzag River-Ski Bowl Frontage Road", adding to the character of proposed work - "High type pavement overlay and truck Escape Ramp". Project prefix - "FR" is added. Increase of construction costs to TEC of $1,860,900 - Federal Funds $1,640,380 is approved.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-1-80	J K Haas	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-055

9055

June 17, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Zigzag River-Ski Bowl Frontage Road Section
Mt. Hood Highway
Contract No. 9055
State and HES-24(17)

I request approval to extend the limits of the subject project and joint fund the additional construction with Primary System R-R-R funds. The project is presently under contract with Federal funds participating in only the Hazard Elimination portion.

Section 1.9, paragraph c, of Title 23 CFR provides for participation on previously incurred costs. We have met all Federal requirements in advertising, receiving bids and awarding of contract and we now wish to fund the overlay (R-R-R) portion as a Federal Aid project.

Our declining revenues and increasing construction costs have caused us to experience a serious cash flow problem. We will be hard pressed to meet our construction obligations and operation expenses. Converting this work from a combination State/Federal project to a regular Federal Aid project will allow us to free-up State funds for other soraly needed projects.

Funds for this project are available from obligation released on other projects by final voucher submissions and other actions.

We request your support in this matter and solicit your aid in securing FHWA approval.

JL:bke
Attachment

cc: E.S. Hunter
D.H. Moehring

26

STATE OF OREGON

INTEROFFICE MEMO

TO: Wayne Schulte
Asst. Resident Engineer

DATE: May 8, 1980

FROM: John C. Jenkins
Engineer of Materials

SUBJECT: Median Barrier Cable Loop
Zigzag River-Ski Bowl
Contract 9055

We received an informal request to use fiber core wire rope in the median barriers being fabricated by Flynn here in Salem. Apparently they were for your job. In this case, the wire rope had already been cut to length and the plant furnished a test report showing the fiber core galvanized wire rope to have strength in excess of the minimum requirements for steel strand core or IWRC galvanized wire rope. Checking with the Road Design Unit, it was agreed that this particular wire rope was adequate, so approval to continue was given.

However, on a general basis, Federal Specification RR-W-410C, cited on our OSHD Drawing #2127, shows minimum strength for 5/8-inch galvanized steel core wire rope to be 32,220 pounds, whereas the minimum for fiber core galvanized wire rope is 30,060 pounds. The statement in Babler's letter that strengths are comparable is not correct. Therefore, blanket permission to use fiber core galvanized wire rope in lieu of steel core galvanized wire rope will not be granted.

As far as availability of steel core wire rope is concerned, Jack Rushing of Rushing Wire Rope & Supply in Portland, Phone 246-2133, has IWRC galvanized wire rope in stock and would be glad to discuss supplying it to Concrete Products, Inc. There is a difference in cost too. The list price for fiber core is $1.07 per foot and steel core would cost $1.18 per foot. The final price to Mr. Flynn would be negotiable.

If you have any further questions about this, please let us know.

JCJ:gs

cc: D. O. Christensen
M. Kraft

REFERRED TO
Bond, Freudenmayer, Cole, Mann, Jackson, Wernen, Hagar, Darnell, Lau
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BY FINAL DESIGN ENGINEER

1 Versteeg
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81-139-1867

HIGHWAY DIVISION - ODOT 378-6516

FILE November 19, 1979

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
November 15, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened November 15 on the following pnojects:

1. Long Butte Rock Production
   The Dalles-California Highway, Deschutes County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Seneca Rock Production
   John Day-Burns Highway, Grant County
   Aggregate Crushing

   Same as No. 1.

3. Basque Rock Production
   I.O.N. Highway, Malheur
   Aggregate Crushing

   Same as No. 1.

4. Antelope Rock Production
   Shaniko-Fossil Highway, Wasco County
   Aggregate Crushing

   Same as No. 1.

5. Fossil Rock Production
   Shaniko-Fossil Highway, Wheeler County
   Aggregate Crushing

   Same as No. 1.

6. Spray Rock Production
   Kinberly-Long Creek Highway, Wheeler & Grant Counties
   Aggregate Crushing

   Same as No. 1.

7. S.E. 82nd Drive at Oakfield Road (Gladstone)
Clackamas County
Traffic Signals

Same as No. 1.

8. Spring Creek Hill
The Dalles-California Highway, Klamath County
Grading and Overlay
Fallout area construction

Same as No. 1.

9. Zigzag River-Ski Bowl Frontage Road
Mt. Hood Highway, Clackamas County
Grading and Paving

Four to ten-foot shoulders provided four-foot shoulders to be striped and signed as a Narrow Bikeway and remaining shoulders to be striped and signed as a standard Class III Bikeway.

10. Bunker Hill-Davis Slough
Oregon Coast Highway, Coos County
Coquille-Glen Aiken Creek
Coos Bay-Roseburg Highway, Coos County
Paving
Overlay

Same as No. 1.

11. Little Butte Creek Bridge
Crater Lake Highway, Jackson County
Structure

Structure and approaches. Six-foot Class III Bikeways to be provided.

12. Ironside-Brogan Hill
John Day Highway, Malheur County
Paving

Overlay and widening. Twelve-foot lanes with four-foot shoulders provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

13. N. Tigard Interchange-S.W. Beef Bend Road
Pacific Highway West, Multnomah and Washington Counties
Traffic Signals

Curb cuts being constructed throughout the project to accommodate bicycle and pedestrian traffic.

14. Maupin-Sherman Highway Junction
The Dalles-California Highway, Wasco County
Paving
Overlay, two to four-foot shoulders provided

Same as No. 1.

15. Junction City-Airport Road
Pacific Highway West, Lane County
Grading and Paving

Six to ten-foot shoulder on multiple lane highway provided; will be designated at a later date as bike lanes when a connector can be made. Eight-inch "fog" lines now.

16. Project set back to later letting date

17. N.E. Columbia Blvd.-N.E. Weidler Street (Unit 1)
Pacific Highway East, Multnomah County
Grading, Paving and Signals

Existing sidewalks, where removed, to be replaced in kind. Curb ramps to be installed to accommodate bicycle and pedestrian traffic.

18. Airport Way Interchange
East Portland Freeway, Multnomah County
Grading and Structures
Class I Bikeway to be constructed on this project.

DPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. C. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9055

STATE OF OREGON

INTEROFFICE MEMO

26

TO: Mr. D. O. Christensen
Final Design Engineer

FROM: Gerald C Backstrand
J. E. Backstrand
Supervising Skructural
Design Engineer

DATE: May 10, 1979

SUBJECT:
Zigzag River Bridges
Zigzag R.-Ski Bowl Fr. Rd. Sec.
[redacted] Highway
Clackamas County
Bridges 1472A and 3026A

It is recommended that the existing AC wearing surface be removed from Zigzag River Bridge 3026A and replaced with two inches maximum of the proposed overlay.

The Zigzag River Bridge 1472A apparently has no existing wearing surface and should be overlayed with a maximum of two inches of AC.

JEB:dh

cc E. L. Hardt
George Hopkins
Jack Sullivan

REFERRED TO

Board Stoudenmeyer
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81-125-1367

9055

26

Salem, Oregon
May 7, 1979

Fred Eriksen
Design Engineer Supervisor

Leonard L. Wallace
Bridge Design Engineer

Zigzag River-Ski Bowl Fr. Rd. Sec.
~~Mt. Hood Highway~~
Clackamas County
Prefix 3-1408

We are preparing contract plans for a state overlay project tentatively scheduled for a July letting. The section is from M.P. 43.60 to M.P. 52.50 and the proposed overlay thickness is four inches.

There are two bridges within the project limits:

1. M.P. 43.81 Zigzag River Bridge No. 1472-A - 175'
2. M.P. 46.02 Zigzag River (One Mile) Bridge No. 3026-A - 80'

Please review the structures and furnish us with your recommendation for work to be included in this project by May 14, 1979.

Guard rail connections to the bridge ends will be included in this project.

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1979 Bunker Hill-Davis Slough Sec 9056
& Coquille-Glen Aiken Cr. Sec
of Coos Bay-Roseburg Hwy. (Pav)

4-9-81

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
J.C. Compton Co. No. 9008	Big Cr., Rock Cr., Gnat Cr. & Westport-Clatskanie Clatsop & Columbia Counties	March 13, 1981
R. A. Hatch Co. No. 9058	Ironside-Brogan Hill Malheur County	March 18, 1981
S.D. Spencer & Son No. 8654	N. Oakland Intchge.-Sutherlin Intchge. Douglas County	March 18, 1981
C.G. Gredvig, Inc. No. 9217	Leroy St.-S.P. X'ing. (Molalla) Clackamas County	March 19, 1981
Wildish Medford Construction Co. No. 9029	Four Corners-White City & Brownsboro-N. Fork Little Butte Creek Jackson County	March 19, 1981
Douglas S. Coats, Inc. No. 9095	Prairie Creek Culvert Wallowa County	March 20, 1981
Fabricators, Inc. No. 9056	Bunker Hill-Davis Slough & Coquille-Glen Aiken Creek Coos County	March 20, 1981
Western Bridge, Inc. No. 9145	Amazon Cr.(Acorn Park) Br. Lane County	March 25, 1981
Siuslaw Construction Co., Inc. No. 9098	Deer Creek Section Yamhill County	March 30, 1981
Douglas S. Coats No. 8990	Rattlesnake Cr., Field Cr. & McClellan Cr. Bridges Grant County	April 1, 1981
C.C. Meisel Co., Inc. No. 9013	Pac. Hwy. W. Intchge.-Dayton Jct. & Dayton Jct.-Lafayette Yamhill County	April 1, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Cherry City Electric, Inc. No. 9153	Pac. Hwy. East @ "D" St. (Hubbard) Marion County	April 2, 1981
Weaver Construction Co. No. 9148	Birch Cr. (Sparks) Bridge Umatilla County	April 3, 1981
Hamilton Electric, Inc. No. 9132	Pac. Hwy. E. @ SPTC U'Xing (Oregon City) Clackamas County	April 7, 1981
Hamilton Electric, Inc. No. 8879	Rogue Valley Hwy. @ Pine St. (Central Point) Jackson County	April 9, 1981
John Thomas Construction No. 9118	Valley of the Rogue State Park Jackson County	April 9, 1981

April 9, 1981

C. T. Keasey
Asst. State Highway Engineer

9056

March 30, 1981

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 3
#9056

Gentlemen:

On March 26, 1981, we wrote to you concerning release of final payment on Contract No. 9056 awarded to Fabricators, Inc., for work on the Timber Mill-Davis Slough and Coquille-Glen Aiken Creek Sections of the Oregon Coast and Coos Bay-Roseburg Highways in Coos County.

Final payment on this contract is $36,172.37 and the total contract amount is $2,698,725.99, including $16,934.69 for work performed under force account.

Sincerely,

Robert W. Gunnen
CONSTRUCTION SERVICES

cc:
cc: Fabricators, Inc.
1705 Lancaster Drive, N.E.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
Alfred Shirley

9056

9

DES 16-1

ROAD DESIGN SECTION

February 6, 1981

Frank Morrison
Resident Engineer

Fred Eriksen

Fred Eriksen
Design Engineer Supervisor

Bunker Hill-Davis Slough and
Coquille-Glen Aiken Creek Sections
Oregon Coast and Coos Bay-Roseburg Highways
Coos County

Your "as constructed" narrative for the project covered several problems of interest to us. We have a little difficulty with the contractor's failure to maintain satisfactory driveway surfaces during the paving operation. The 2-inch to 4-inch edge should have been beveled with a few shovelfuls of mix in passing. Section 104.05 of the Standard Spec's covers maintaining safe approaches or crossings. Apparently you had an uncooperative contractor.

The problem with the placement of the concrete median barrier is curious. It appears one solution might be grouting and pinning the barrier as soon as it is placed. Or, perhaps waiting longer until the asphalt was fully set up would be the other option.

The problem of rust stains from the grout in the barrier grout holes is new to us. It may be that moisture is carrying rust from the pins upward through evaporation.

The statement of overruns and underruns shows that despite the problems, you did a good job in holding the actual project cost to about 90 percent of the estimated cost.

FE:ja

cc Alfred Shirley

9056

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bunker Hill-Davis Slough & Coquille-Glen Aiken Cr.	WEEK ENDING: December 21, 1980 Final Report
	SECTION PREFIX: 6-1143
HIGHWAY: Coos Bay-Oregon Coast & Roseburg	COUNTY: Coos
NAME OF JOB: Bunker Hill-Davis Slough & ~~Coquille-Glen Aiken Creek~~	KIND OF WORK: Paving
CONTRACTOR: Fabricators, Inc.	CONTRACT NUMBER: 9056 / FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 20, 1979	DATE WORK STARTED: March 4, 1980 / ESTIMATED COMPLETION DATE: October 30, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 320 / CALENDAR DAYS USED: 320
	SPECIFIED COMPLETION DATE / PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $3,250,369.13	ENGINEERING AUTHORIZATION: $231,137.36 / PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $3,019,231.77	This week 3,476.76 / PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,926,175.79	ENGINEERING COST TO DATE: $176,129.15 / DATE PROJECT WAS COMPLETED: October 30, 1980
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 10 %	PERCENT OF AUTHORIZATION: 76 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					86,800
TOTAL ESTIMATED QUANTITIES (CONTRACT)		~~2,700~~			80,195
TOTAL QUANTITIES CORRECTED TO DATE		~~6,875~~			80,195
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		~~6,875~~			0
AVERAGE DAILY QUANTITIES		0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0			0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14	Fair	0		
MONDAY 15	Fair	0		
TUESDAY 16	Fair	0		
WEDNESDAY 17	Fair	0		
THURSDAY 18	Fair	0		
FRIDAY 19	Overcast	0		
SATURDAY				

RECEIVED
DEC 22 1980
CONSTRUCTION BRANCH

Keeney, Jackman, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inlow, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	
MONDAY 15	PROJECT COMPLETED OCTOBER 30, 1980
TUESDAY 16	
WEDNESDAY 17	
THURSDAY 18	
FRIDAY 19	
SATURDAY 20	

REMARKS

The Project is completed, the Semi-Final Estimate was submitted Friday, (12-19-80). This is the final Weekly Report.

SIGNED H. D. Morrison LOCATION Coquille
Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F218

#9056

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

July 11, 1980

Region 3

440-3399

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-8852

Kent W. Day
Attorney at Law
P. O. Box 1117
Coos Bay OR 97420

In Reply Refer to
File No.: CON 5

Noted
H. S. COULTER

Dear Mr. Day:

This will acknowledge your letter of July 7 concerning the adjustment of manholes of the Bunker Hill Sanitary District as a result of the paving in the Bunker Hill area.

The adjustment of the manholes is a contract bid item and the contractor will not receive payment for that work until he actually completes it. This is under the terms of the contract.

Also under the terms of the contract, the contractor does not receive final payment until all of the work has been accepted and this also includes not only "on-the-site" work but all of the red tape paper work required.

Cordially,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

as/cw

bc H. S. Coulter
F. D. Morrison

RECEIVED
STATE HWY ENGR
JUL 14 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-0102

McINTURFF, THOM & COLLVER
ATTORNEYS AT LAW
590 COMMERCIAL AVENUE
P. O. BOX 1117
COOS BAY, OREGON 97420

WILLARD W. McINTURFF
CAMERON C. THOM
KENT W. DAY

WILLIAM M. COLLVER (1929 - 1970)

July 7, 1980

TELEPHONE
267-3169
IN REPLY REFER
TO FILE NO.

State of Oregon
Highway Division
State Highway Building
Salem, OR. 97310

Re: Bunker Hill Sanitary District-
Roy Houck, III Contract - Paving on
U.S. Highway 101

Gentlemen:

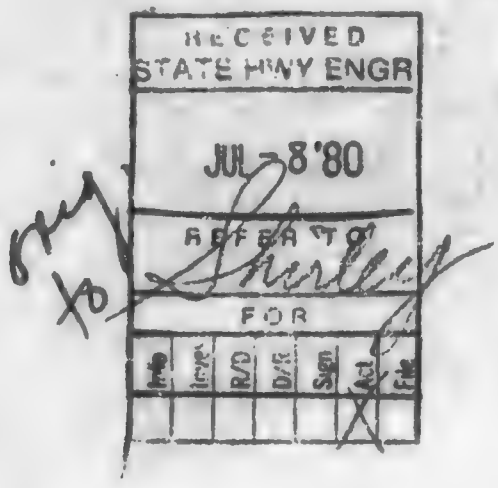
The paving project in the above District contracted by Roy Houck, III has been completed but the manholes have not been adjusted. The Bunker Hill Sanitary District hereby requests that the State not release any funds until the manholes have been adjusted and all of the work completed.

Very truly yours,

Kent W. Day

Kent W. Day

jmc



35

9056

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

FROM: FINAL DESIGN

SUBJECT: Project Name Change

TO: MEMO TO THE FILES

It has been necessary to change the name of this project

(Nov 15, 1977) FROM W. End One Way Cplt. - M.P. 15.2 (Co. Rd.) Sec.

TO Coquille - Glen Aiken Cr. Section
Coos Bay - Roseburg Highway
Coos County

The Above Section Will Also Be Combined With The Bunker Hill - Davis Slough Sec. Of The Oregon Coast Hwy.

cc: Region
Environment
Project Management
Structures
Right-of-Way
Engineering
Traffic
Location

Ini. and Circulate
WCO
PPG
O.b

1 Verstoeg
2 Anderson
3 Christensen
4 Olson
5 Sullivan
Terpin
7 Trout
6 Wakerlig

RECEIVED
JUL 25 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

9056

Coos County

STATE OF OREGON

INTEROFFICE MEMO

Railroad & Utilities — DEPT.

378-6511 — TELEPHONE

TO: Memo to the File

DATE: October 3, 1979

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: Bunker Hill-Davis Slough &
Coquille-Glen Aiken Cr. Sections
Oregon Coast & Coos Bay-Roseburg Highways
Coos County

Contrary to earlier indications, the Southern Pacific Transportation Company will require our contractor to carry railroad insurance and will be expected to be reimbursed for railroad protective costs. On this date, I supplied the Specifications Unit with railroad specs and an estimate of railroad protective costs.

RDT:mm

cc: Alfred Shirley
Jack Sullivan
Lyle Watson

REFERRED TO
Boerd — Stoudenmeyer
Cole — Sample
Eriksen — Watson
Hegler — Dorn — Lew
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen
Olson
Sullivan copy
Terpin
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Wakerlig

RECEIVED
OCT 04 1979
ROAD DESIGN SECTION

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Bring Up
Action

9056

9

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: D. O. Christensen
Final Design Engineer

ATTN:
Lyle Watson

DATE: September 21, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Sight Distance over Proposed GM Barrier at Millington
Bunker Hill-Davis Slough Section
Oregon Coast Highway No. 9
Coos County

As requested, this office has reviewed the proposed concrete median barrier installation between the southbound lanes of the subject highway and the Millington frontage road.

The road approach of most concern is at Station 147+75. A profile was plotted assuming a standard concrete median barrier installed on the proposed southbound profile grade. Sight distance in this case is restricted to approximately 415 feet for a driver desiring to cross the southbound lanes and enter the northbound lanes from the road approach. At a southbound approach vehicle speed of 55 MPH, this allows 5.1 seconds for the crossing vehicle to cross the southbound lanes. This should allow adequate time to clear the intersection. In order to obtain the above-mentioned sight distance, the 25-foot median barrier end taper will have to begin at a distance of 100 feet from the north side of the road approach, which leaves 75 feet of concrete island between the barrier end taper and the road approach. On the south side of the road approach, the 25-foot barrier end taper may begin at the road approach. Sight distance will not be limited by this barrier.

A modified median barrier installation, using a 1'7" high barrier was considered for the area between Station 143+00 and Station 147+20 to hopefully increase sight distance. However, this substandard barrier is probably not feasible. The sight distance would be increased by only 85 feet, giving a total sight distance of 500 feet in this area.

Sight distance at the road approach near Shoshone Street (Station 158+75) would not be reduced by the installation of standard median barrier. The end taper may be installed up to the edge of the road approach without affecting sight distance.

Veroneg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 25 1979
ROAD DESIGN SECTION

AA:jrb

Do Not File
Return To
Bring Up /
Action

L. E. George
Traffic Engineer

REFERRED TO
Beard Houdenmeyer
Cole Sample
Eriksen Watson
Hagar Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

9056

9

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

DATE: June 7, 1979

TO: Lyle Watson
Design Engineer Supervisor

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History
Bunker Hill-Davis Slough
Oregon Coast Highway No. 9
Coos County
M.P. 239.6 to M.P. 244.8

This will acknowledge your letter dated June 4, 1979, requesting a review of accident history on the subject project.

The 1977 accident rate for this section is 1.66, slightly higher than the 1.43 statewide average. However, our investigation revealed no isolated problem areas which could be treated economically on an overlay project.

L. E. George
Traffic Engineer

AA:cs

REFERRED TO
Board, Stoudenmayer, Cole, Kample, Eriksen, Watson, Hager, Dorn, Lau
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Verstoeg, Anderson, Christensen, Olson, Sullivan, Terpin, Trout, Wakerlig

RECEIVED
JUN 0 8 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

90560

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-1-1-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-[illegible]2(7)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
90210

COUNTY NAME
Coos

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Received
5/16/79
orig to
Moehring

DATE PE&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5-14-79	Primary 2	Primary 9

GENERAL LOCATION:
Bunker Hill - Davis Slough Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-4-79, I concur that the subject project is a non major action as set forth in FHPM 7-7-2 par. 10e. You are authorized to proceed with the above work at a TEC of $38,000 with Federal Funds limited to $33,478.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-14-79	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631-666

1979 Little Butte Cr. Bridge 9057
Sec. of the Crater Lake
Hwy. (Grade, pave & struc.)

1-10-83

cc: OSHD (Coulter)
9057

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Jackson	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
1/10/83	W. N. Bryant, Area Engineer		F-13(5)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
12/12/80	8/4/81	128 %	100
APPROVED EXTENSIONS	**LOCATION**		
78 CWD	On SR 62, 0.6 mi. south of Eagle Point South 0.3 mi.		

*The ~~PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds,~~ has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LITTLE BUTTE CREEK BRIDGE
CRATER LAKE HIGHWAY
Grade, Pave, and Structure

This project provided for the construction of a 132 foot long by 59 foot wide prestressed flat slab span structure across Little Butte Creek and the construction and paving of approaches.

A contract in the bid amount of $461,981.00 was awarded Wisar Construction Company, Inc., Jacksonville, Oregon on 11/20/79. Work began on 2/5/80 and was completed in reasonably close conformance with the approved plans and specifications on 12/12/80 at a final cost of $512,946.05, which includes $438,901.70 for original bid items $22,882.14 for price agreements, $2,962.89 for force account work, $1,600.00 for anticipated items $1,000.00 for approved State Force work and $45,599.32 for construction engineering. A total of 358 CWD were used as compared to the 280 CWD specified. A 78 CWD time extension was approved 12/24/80.

There were no major significant overruns or underruns involved and all materials incorporated into the work were in reasonably close conformance with contract specifications.

NOTED
W. E. SCHWARTZ
1/17

RECEIVED
STATE HWY ENGR
JAN 17 '83
REFER TO
Keaney
FOR
Sec | Asst | R/D | D/R | S&R | Mtc | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE: ~~Original Signed By~~ G. K. Hossner G. K. HOSSNER Field Operations Engineer	
TITLE: Area Engineer	DATE	TITLE: Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9057

August 7, 1981

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9057

Gentlemen:

Contract No. 9057 awarded to Wiser Construction Co., Inc. for work on the Little Butte Creek Bridge Section of Crater Lake Highway in Jackson County was completed on March 23, 1981 and accepted by the State Highway Division on August 4, 1981.

Final payment in the amount of $1,000 will be released to the contractor after August 12, 1981. The total contract amount is $466,786.39 including $2,962.35 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Germsen
CONSTRUCTION SERVICES

cc: Wiser Construction Co., Inc.
1352 Applegate Road
Jacksonville, OR 97530

bcc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

#9057

REPORT OF ACTION UNDER DELEGATED AUTHORITY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Sims Electric, Inc. No. 9177	Coos Bay/Roseburg Hwy. @ 2nd St. (Coquille) Coos County	July 14, 1981
Sims Electric, Inc. No. 9155	Ore. Coast Hwy. @ 4th St. (Tillamook) Tillamook County	July 16, 1981
Wildish-Corvallis Construction Co. No. 9040	SPRR X'ing @ Granger Benton County	July 20, 1981
Salem Road & Driveway Co. No. 9159	12th St.SE-Ewald Ave.SE (Salem) Marion County	July 31, 1981
Riedel International No. 9107	SPRR X'ing @ SE Lawnfield Rd. Clackamas County	August 3, 1981
D Mc D Corp. No. 9256	Enterprise Rock Production Wallowa County	August 3, 1981
Rock Process, Inc. No. 9280	Meacham Rock Production Umatilla & Union Counties	August 3, 1981
Morse Bros. Contractors, Inc. No. 9002	Siuslaw River-Walton Lane County	August 4, 1981
Wisar Const. Co., Inc. No. 9057	Little Butte Creek Bridge Jackson County	August 4, 1981
Harry Claterbos Co. J.V. No. 8949	S.Unit, Astoria-Camp Rilea Clatsop County	August 5, 1981
R & R Excavating Co.,Inc. No. 9146	NE 33rd Ave.@ NE Broadway & SE 139th Ave. @ SE Stark St. (Portland) Multnomah County	August 6, 1981

August 6, 1981

C. T. Keasey
Asst. State Highway Engineer

9057

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Little Butte Creek Bridge		WEEK ENDING: February 14,1981
		SECTION PREFIX: 15-1015
HIGHWAY: Crater Lake		COUNTY: Jackson
NAME OF JOB: Little Butte Creek Bridge	KIND OF WORK: Grading,Paving and Structure	
CONTRACTOR: Wisar Construction Company	CONTRACT NUMBER: 9057	FEDERAL AID PROJECT NUMBER: F-13(5)
DATE OF CONTRACT: November 20,1979	DATE WORK STARTED: February 5,1980	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 358 / SPECIFIED CALENDAR DAYS	WORK DAYS USED / CALENDAR DAYS USED: 358
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $527,526.44	ENGINEERING AUTHORIZATION: $41,830.29	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $485,696.15	ENGINEERING COST TO DATE: $45,599.32	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $467,346.73	PERCENT OF AUTHORIZATION: 109 %	DATE PROJECT WAS COMPLETED: December 12,1980
ESTIMATED PERCENT: OVERRUN / UNDERRUN: -4 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	681B							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
FEB 18 1981
CONSTRUCTION BRANCH

Keeney Richards
Jackmond Berg
Hopkins Inlow
Williams Widmer
Johnson Gebauer
Olson Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on December 12,1980. The semi-final estimate will be submitted next week. No further reports will be submitted from this office.

Vehicle mileage for crew 080-66 monthly to date is 4,811 miles.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*FZ16

9057

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-22-81

FEDERAL AID PROJECT NO.: F-13(5)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90026

COUNTY NAME: Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

orig

RECEIVED
STATE HWY ENGR
JAN 27 81
REFER TO
ROW

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10/24/79	12/30/80	Primary 13	Primary 22

GENERAL LOCATION:

Little Butte Creek Bridge

GENERAL DESCRIPTION OF WORK:

Furnish and install permanent signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12/30/80, as requested in Mr. Kensey's letter of 1/8/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $500 Federal Funds $441.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/22/81	G. K. Haines	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—631-885

9057

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-22-81

FEDERAL AID PROJECT NO.: F-13(5)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90026

COUNTY NAME: Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

RECEIVED
STATE HWY ENGR
JAN 27 '81
REFER TO
Mechwig
FOR

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

orig

DATE PSAE APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10/24/79	12/30/80	Primary 13	Primary 22

GENERAL LOCATION:

Little Butte Creek Bridge

GENERAL DESCRIPTION OF WORK:

Roadside seeding and mulching

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XPROJECTXACCOUNT~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12/30/80, as requested in Mr. Keasey's letter of 1/8/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $500 Federal Funds $441.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/22/81	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—281-466

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 24, 1980

In Reply Refer to
File No CON 5 #9057

Wisar Construction, Inc.
Post Office Box 538
Ashland, OR 97520

Re: Time Extension Request
Little Butte Creek Bridge
FAP No. F-13(5)
Contract No. 9057

Gentlemen:

Your second request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 51 calendar days is granted for delays due to the revised Division of State Lands permit and the performance of extra work on the project.

This will eliminate all liquidated damages under this contract.

Sincerely,

For C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter (w/enc.)
Alfred Shirley "
William Maude "
FHWA "
Robert Church

RECEIVED
STATE HWY ENGR
DEC 26 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTER-OFFICE MEMO

DATE: December 18, 1980

TO: O. B. Jackmond
Contract Administration Engr.

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Time Extension #2
Little Butte Cr. Bridge
Contract No. 9057

Herewith copies of contractor's request for increase in number of workdays with Vern Neiswanger's analysis. I find this a very difficult request to define and analyze.

Apparently the bridge was revised after the roadway plans were drawn up and estimated. As a result, we found gross changes in relatively small grading and paving quantities that changed a balanced earthwork to a borrow type job.

Due to the size of the contractor's operation, relatively small changes have abnormal impacts on the progress of the work.

I generally agreed with the rationale of the resident engineer's analysis and found no overlaps in days requested.

I did disagree on Item 11 in PA #4 where I make a 100% increase in Stage I to justify 1 day rather than 2 as no similar increase was experienced in Stage 2.

I would then agree that 23 workdays were justified for increased work which would expand to cover 32.2 calendar days. A simple pro-rata of cost would justify 28 calendar days.

I, therefore, recommend 22 calendar days for delay and 32 calendar days for increased quantities of work for a total of 54 calendar days.

jjg/cw
Encl.

cc Wm. Maude 12-22-80

RECEIVED
DEC 22 1980
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnsen, Gixn, Richards, Berg, Inloes, Widmer, Gebauer, Church

CTK:

Prior time extension granted 27 C.D. as partial time extension due to our delay in getting the revised Division of State Lands permit. The job is now complete and an additional extension of 19 C.D. is warranted for this delay.

I concur with Region that 32 C.D. are warranted for extra work, for a total time extension of 51 C.D. - which will eliminate all liquidated damages. It is not necessary to consider the 3 C.D. delay while deciding what to do about the Eqm. Exc. shortage.

Contains Recycled Materials
61-128-1587

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Medford
Dec. 1, 1980

ROSEBURG REGION
RECEIVED
DEC - 1 1980
RE | RME | RCE | ROE | TE
DES | RSR | RPR | RI
C.O. | ABI | 69

FROM: Vern Nelswanger
Asst. Res. Engr.

SUBJECT: Little Butte Cr. Br.
Contract 9057

TIME EXTENSION REQUEST

TO: Jim Gix
Reg. Const. Engr.

Enclosed please find Contractors Request for Increase in number of workdays to Complete Construction Contract. Wisar Const. is requesting an increase from 307 days to 362.5 days. This 55.5 day extension is in addition to the 27 days previously approved.

They are requesting 19 calendar days from May 14th. thru June 1st. 1980 and I concur with this time period as they did no work on the project at that time. I met with Bill Haight of the Fish & Wildlife Comm. on Friday May 30th. at the jobsite and he said it would be OK for the contractor tostart work on Monday June 2nd. I notified Frank Wisnovsky and Stan Sesar both by phone on Friday May 30th. that they could start on Bent 2 Monday June 2nd. This phone call was followed by a letter the same day. They moved equiptment back on the project Monday P.M. and started building the berm around Bt. 2 ftg. on Tues. A.M.

Wisar has had a very small work force all the time on this project and when work was being done on Price Agreements or Extra Work Orders, that is all that was done at that time. The following breakdown of time for the EWO's and PA's according to our records do not coincide with their requested days in their Oct.28, 1980 letter which is enclosed. I talked to Marc Swartz and Peter van Witt about PA # 1 and 4 and explained why I cut that time so much. That is why they changed the time from 43 work days in their Oct. 28th. letter to 26 work days in their Nov. 13th. request.

2-22
3-16

EWO No. 1 to remove & replace existing fill on the North end. This work was inter mixed with the embankment for Stage I. They worked about 2 weeks on the embankment but my best estimate agrees with the two days they are requesting. 2

2-28
2-29

EWO # 2 We stopped the Contr. from exc. at Bt. 3 at 4:00 P.M. on 2-25-80 due to the new footing being approx. 7 ft. below the existing Bt. 5 ftg. On the 26th. & 27th. they were stopped from exc. Bt. 3 ftg. but did backfill the 24-inch conduits. One man and the Bucyrus Backhoe could not work these two days. I recommend 1 day for this period. On the 28th. & 29th. they worked the entire day on EWO # 2. On Mar. 3rd. they worked about 5 hrs. on cleaning up the area that had been previously excavated. On Mar. 6th. they placed a cable around the two outside columns of Bt. 5 and then on Sept. 8th. they removed the cable and all the temporary supports. I feel that they are entitled to 4 days ext. for work done on EWO # 2. 4

5-4 5-5 EWO # 3 They worked 1/2 of 3 days on removing unsuitable material at the South end of the structure and replacing & compacting suitable material. I recommend 1 1/2 days for this work. 1 1/2

EWO # 4 Removing A.C. at each end of the structure. They worked 8-27, 9-2 and 9-3 for 2 1/2 days. There will be 1 additional day later to complete the nacessary remeval so new A.C. can be blended in properly. I recommend 3 1/2 days. 3 1/2

8-27 9-3

PA # 1 Construct embankment at Bt. 1. In discussions with the Contr. to get a price for PA # 1 it was agreed that they could place this material at the rate of 35 C.Y. / hr. They placed 765 C.Y. of material which calculates to 2,7 days. They did work several days on this along with other work and 3 days seems reasonable 3

2-22 3-16

PA # 2 No increase

PA # 3 No increase

PA # 4 Increase in Bid Items:

1 day Item 11: Toe Trench Ecx. increased approx 100 % on Stage I They worked 1 day on each end of the bridge. Recommend 2 days.

✓ Item 14: Cement for treated base. They spent 1 1/2 days placing the cement. The area for CTB was increased over 100 % and I recommend 1/2 day.

✓ Item 15: Aggregate for treated base. They hauled on 7-10, 7-11, 7-14 & 7-19 for a total of 3 1/2 days. Plan quantity was 250 ton. We have placed 550 ton to date and still have some to complete which can be done in 1/2 day. Total time is 4 days. The total work probably took twice as long as the original so I recommend 2 days ext.

✓ Item 17: At the City of Eagle Point's request we changed the location of the two 24 " conduits and increased the length 60 ft. This involved more difficult exc. for the pipe trench exc. besides the increased length. They completed the pipe installation in 3 days. Since the length was changed from 120 l.f. to 180 l.f. I recommend 1 day ext. to allow for the 33 % increase in pipe length.

Item 28 Class 2000 Rip Rap at Bt. 2 & 3. This Item was increased approx. 100 % on Stage I and they worked a total of 40 hrs. on Stage I. I recommend 2 days.

Item 29: Filter Blanket also increased 100 % on Stage I. This item was completed in 1/2 day extra.

The total time I recommend for PA # 4 work is 8 days.

2-1

PA # 5 The A.C. quantity was increased 250 %. It took 2 days to place the A.C. I recommend 1 day ext.

P A # 6 The CTB was also increased 250 %. It took most of 2 days. I recommend 1 day ext.

P.A. # 7 Supply and service lighted Cantel Barricades. No increase.

The total PA & EWO work comes to 24 work days which converts to 33 1/2 calendar days.

In summation I recommend the 19 Calendar days requested under item no. 1, 33 1/2 calendar days for item no. 2 and in addition to this time it appears reasonable to me to allow 3 extra days because it took us that long to realize what was happening on the jobsite when we ran out of general exc. mat'l. and went to P A # 1. During this period the contractor kept telling us the material was'nt available but we had to check it out.

DELAY

The total time I recommend for this time extension is 55 1/2 calendar days.

9057

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-30-80

FEDERAL AID PROJECT NO.: F-13(4)

STATE PROJECT NO.: See below

COUNTY NAME: Jackson

PROGRAM NO.:

ITEM NO.: 90026

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, regon

RECEIVED
STATE HWY ENGR
JUN 4 '80
REFER TO
FOR

Info	Innes	R/D	D/R	Sten	Act	File

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

(6/4)

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5-30-80	Primary 13	Primary 22

GENERAL LOCATION:
Little Butte Creek Bridge Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-22-80 I approve the revised preliminary engineering costs to a TEC of $33,050 - Federal Funds $28,339.

(Increase TEE $14,550 - FF $12,479)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-30-80	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970—431-966

9057

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Medford

Dec. 31, 1979

FROM: Vern Neiswanger
Vern Neiswanger
Asst. Res. Engr.

TO: Jim Gix
Reg. Const. Engr.

SUBJECT: Little Butte Cr. Br.
Contract 9057 Crater Lake Hwy
Jackson Co.

Please find attached, two letters dated 12-26-79 from Frank Wisnovsky of Wisar Const. Co. Serial letter No. 3 is to let us know they will be requesting a time extension for subject project because they are being held up due to not having a permit to work in the active flowing stream.

Serial letter No. 2 says that we had a meeting at the Bridge site after the pre-construction conference and after looking at the stream again, Bill Haight of Fish & Wildlife indicated he would allow the Contractor to construct Bent 3 provided they built a berm out of a plastic lined Gabion filled with clean rock. Also Bill said he would not allow any work on Bent No. 2 until after June 15th. unless the water drops low enough to leave the gravel bar dry in the area around Bent 2. I called Don Trout this A.M. and he said he would contact the Fish & Wildlife up there about getting the revised permit.

If the Contractor has to build a Gabion Berm it should be by EWO or PA since that is not within the scope of the contract. The contract work will probably begin shortly after the revised permit is approved.

cc: Don Trout

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 4 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO.		Oregon
1-6	FEDERAL-AID PROJECT AGREEMENT	County
		Jackson
		Project No.
		F-13(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 62, 0.6 mi. S. of Eagle Point, S.0.3 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-24-79	0.265
OTHER *(Specify)*		

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 526,277.00	$ 463,913.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter
State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator SEP 18 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 27, 1979

Federal-Aid Project
No. F-13(5)

LITTLE BUTTE CREEK BRIDGE
CRATER LAKE HIGHWAY
JACKSON COUNTY

Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 1885+00 to Sta. 1890+55) (Sta. 1891+87 to Sta. 1899+00)

Mobilization	(26%) All Required		$ 13,000.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	256 Sq.Ft.	6.00	1,536.00
Temporary Barricades	1 Each	100.00	100.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	700 Lin.Ft.	9.00	6,300.00
Temporary Guard Rail, Type 1A	288 Lin.Ft.	30.00	8,640.00
Temporary Plastic Safety Markers	8 Each	60.00	480.00
Temporary Delineators	5 Each	20.00	100.00
Flagmen	400 Hour	21.00	8,400.00
Earthwork	All Required		3,000.00
Toe Trench Excavation	920 Cu.Yd.	10.00	9,200.00
Aggregate Shoulders	310 Ton	9.00	2,790.00
Cement Treated Base	1,150 Sq.Yd.	12.00	13,800.00
Cement for Treated Base	30 Ton	110.00	3,300.00
Aggregate for Treated Base	250 Ton	6.00	1,500.00
Class "C" Asphalt Concrete, 4 inches Thick	1,250 Sq.Yd.	7.00	8,750.00
24-inch Culvert Pipe	120 Lin.Ft.	25.00	3,000.00
15-inch Sewer Pipe	10 Lin.Ft.	15.00	150.00
Concrete Manholes	1 Each	2,000.00	2,000.00
Concrete Inlets, Type CG-1	1 Each	1,000.00	1,000.00
Concrete Curbs	250 Lin.Ft.	10.00	2,500.00
Guard Rail, Type 2A	550 Lin.Ft.	10.00	5,500.00
Guard Rail, Type 3	100 Lin.Ft.	20.00	2,000.00
Guard Rail Anchors, Type 1	3 Each	300.00	900.00
Guard Rail Anchors, Type 2	1 Each	400.00	400.00
Rail End Pieces, Type A	1 Each	50.00	50.00
Rail End Pieces, Type C	3 Each	100.00	300.00
Loose Riprap, Class 2000	1,500 Cu.Yd.	15.00	22,500.00
Filter Blanket	170 Cu.Yd.	13.00	2,210.00
Delineators	20 Each	25.00	500.00

Oregon State Highway Division
Salem, Oregon, November 27, 1979

Federal-Aid Project
No. F-13(5)

Capping Inlets	1 Each	200.00	$ 200.00
Street Barricade	1 Each	1,000.00	1,000.00
		Total	$135,106.00
Anticipated Items			
Permanent Pavement Striping	All Required		$ 700.00
Temporary Erosion Control	All Required		1,000.00
			$ 1,700.00
		Subtotal	$136,806.00
		Engineering	18,468.00
		Total	$155,274.00

Type Code X080
Structure, Br. No. 681B (Sta. 1890+55 to Sta. 1891+87)

	(74%) All Required		$ 37,000.00
Mobilization	All Required		20,000.00
Bridge Removal Work	All Required		5,000.00
Shoring, Cribbing, Etc.	95 Cu.Yd.	15.00	1,425.00
Structure Excavation	460 Lin.Ft.	15.00	6,900.00
Furnish HP 10x42 Steel Piling	18 Each	300.00	5,400.00
Drive Steel Piles	4 Each	100.00	400.00
Splice Steel Piles			
Structural Concrete, Class 3300 (252 C.Y.)	All Required		60,000.00
4' x 30'/35' Prestressed Slabs	30 Each	2,500.00	75,000.00
4' x 65'/70' Prestressed Slabs	15 Each	5,500.00	82,500.00
Reinforcement (24,600)	All Required		13,000.00
Reinforced Concrete Bridge End Panels	260 Sq.Yd.	45.00	11,700.00
Asphalt Membrane	855 Sq.Yd	10.00	8,550.00
		Subtotal	$326,875.00
		Engineering	44,128.00
		Total	$371,003.00

Length of Roadway	0.240 mi.
Length of Structure	0.025 mi.
Total	0.265 mi.
Cost of Roadway Per Mile	$646,975.00

Oregon State Highway Division
Salem, Oregon, November 27, 1979

Federal-Aid Project
No. F-13(5)

Work Retained in Program Status
(Not included in amounts below)

Roadside Seeding & Mulching — All Required — $ 500.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$155,274	$136,874	$18,400
Structure	371,003	327,039	43,964
Total	$526,277	$463,913	$62,364

Group 1 100%
Contract No. 9057
Prefix 15-1962
Prefix 15-1015

Oregon State Highway Division
Salem, Oregon, November 27, 1979

Federal-Aid Project
No. F-13(5)

LITTLE BUTTE CREEK BRIDGE
Nonparticipating - State Work

State Responsibility for Damages	All Required	$600.00

HIGHWAY DIVISION - ODOT 378-6516

FILE

November 19, 1979

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
November 15, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened November 15 on the following pnojects:

1. Long Butte Rock Production
   The Dalles-California Highway, Deschutes County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reco.-struction or relocation is involved.

2. Seneca Rock Production
   John Day-Burns Highway, Grant County
   Aggregate Crushing

   Same as No. 1.

3. Basque Rock Production
   I.O.N. Highway, Malheur
   Aggregate Crushing

   Same as No. 1.

4. Antelope Rock Production
   Shaniko-Fossil Highway, Wasco County
   Aggregate Crushing

   Same as No. 1.

5. Fossil Rock Production
   Shaniko-Fossil Highway, Wheeler County
   Aggregate Crushing

   Same as No. 1.

6. Spray Rock Production
   Kinberly-Long Creek Highway, Wheeler & Grant Counties
   Aggregate Crushing

   Same as No. 1.

7. S.E. 82nd Drive at Oakfield Road (Gladstone)
Clackamas County
Traffic Signals

Same as No. 1.

8. Spring Creek Hill
The Dalles-California Highway, Klamath County
Grading and Overlay
Fallout area construction

Same as No. 1.

9. Zigzag River-Ski Bowl Frontage Road
Mt. Hood Highway, Clackamas County
Grading and Paving

Four to ten-foot shoulders provided four-foot shoulders to be striped and signed as a Narrow Bikeway and remaining shoulders to be striped and signed as a standard Class III Bikeway.

10. Bunker Hill-Davis Slough
Oregon Coast Highway, Coos County
Coquille-Glen Aiken Creek
Coos Bay-Roseburg Highway, Coos County
Paving
Overlay

Same as No. 1.

11. Little Butte Creek Bridge
Crater Lake Highway, Jackson County
Structure

Structure and approaches. Six-foot Class III Bikeways to be provided.

12. Ironside-Brogan Hill
John Day Highway, Malheur County
Paving

Overlay and widening. Twelve-foot lanes with four-foot shoulders provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

13. N. Tigard Interchange-S.W. Beef Bend Road
Pacific Highway West, Multnomah and Washington Counties
Traffic Signals

Curb cuts being constructed throughout the project to accommodate bicycle and pedestrian traffic.

14. Maupin-Sherman Highway Junction
The Dalles-California Highway, Wasco County
Paving
Overlay, two to four-foot shoulders provided

Same as No. 1.

15. Junction City-Airport Road
Pacific Highway West, Lane County
Grading and Paving

Six to ten-foot shoulder on multiple lane highway provided; will be designated at a later date as bike lanes when a connector can be made. Eight-inch "fog" lines now.

16. Project set back to later letting date

17. N.E. Columbia Blvd.-N.E. Weidler Street (Unit 1)
Pacific Highway East, Multnomah County
Grading, Paving and Signals

Existing sidewalks, where removed, to be replaced in kind. Curb ramps to be installed to accommodate bicycle and pedestrian traffic.

18. Airport Way Interchange
East Portland Freeway, Multnomah County
Grading and Structures
Class I Bikeway to be constructed on this project.

DPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9057 10-24-79

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-13(5)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90026

COUNTY NAME: Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

RECEIVED
STATE HWY ENGR
OCT 24 '79
REFER TO
Maint. Engr.
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

10-26 Brig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10-24-79	10-24-79	Primary 13	Primary 22

GENERAL LOCATION:

Little Butte Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Perm. Pavement Striping (S.F.)- $700.
Temp. Erosion Control - $1,000.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's October 18, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $571,467 - Federal Funds $503,747.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-24-79	G. K. Hansen	for Division Administrator

FORM FR-1240 (REV. 6-70) EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-018

9057

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/17/79
Donald B Rant

All Clear Deadline 11-15-79 Bid Letting

SECTION Little Butte Creek
Highway Crater Lake
County Jackson Region 3
Type of Work G-P-Str Funds FA
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment		X			X
Write-off Letter	X				
PERMITS:					
Division of State Lands		X	X	X	
D.O.G.M.I.	X				
Corps of Engineers		X			X
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study		X			X

9057

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: September 24, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project F-13(-)
Little Butte Creek Bridge
Bridge 581 B

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, STate Highway Engineer

We have reviewed the plans of the Little Butte Creek Bridge. We approve the project. We are concerned that the cost estimate is inflated slightly. We recommend that you recheck your figures.

G. L. Green

cc:
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR.
SEP 25'79
REFERRED TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9057

22

FORM 81-734-5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Medford

August 29, 1979

9-12-79

FROM: Wm.H.Maude
Resident Engineer

SUBJECT: Concrete Shoulder Barrier
Little Butte Creek Bridge
Crater Lake Highway

TO: Duane Christensen
Final Design Engineer

As per a telephone conversation with Don Stoudenmeyer, team leader on this project I am submitting a request that the concrete shoulder barrier be omitted from this bridge project and guard rail be substituted. The following is the bases for the request:

1. The mound and barrier on the northwest quadrant limits sight distance for traffic on Nick Young Road. It is compounded by the road approach grade and the angle between the highway and Nick Young Road.

2. It is not cost effective. The construction of this project will not increase traffic, or affect the average speed. A check with the District Engineer disclosed that maintainence of the existing rail is minimal and concrete cannot be justified for maintainence reasons. The main benefit is some noise reduction from existing levels for adjoining landowners.

3. It is anticipated that a bikeway will be constructed along the creek. This will require intersections with the highway bikeway. This can be done easily with metal barrier but not with the concrete barrier.

4. The public in the Eagle Point area have objected to the building of "chutes" in the past. We can anticipate some objections from them to this design.

5. This is a foggy area during the winter months. The concrete barrier is very difficult to see in foggy weather.

This request has been discussed with J.Gix, Region Construction Engineer and has his approval.

cc:A.Shirley Jr.

9/19/79
Plans have been revised to guard rail. Everyone has been advised.
Don

1 Vorsteeg ✓
Anderson
2 Christensen Doc
Olson
Sullivan copy
Terpin
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RECEIVED
AUG 3 1 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

9057

22

ROAD DESIGN SECTION 378-6558

Sept. 7, 1979

Wm. Maude
Resident Engineer, Medford
DUANE O. CHRISTENSEN
Duane Christensen
Final Design Engineer

Little Butte Creek Bridge Sec.
Crater Lake Highway
Jackson County

Your proposal to install guardrail between the traveled way and the widened bridge rail on the subject project to protect a bikeway has been studied by this office and the Traffic Section.

The Traffic Section feels strongly that this should not be incorporated into the project. We concur in their recommendation, as this is a safety project to remove a narrow structure and it is not compatible to introduce such a hazard to the vehicular traffic.

The revision to use guardrail instead of concrete barrier has been approved, and you will receive a copy of a letter to the Environmental Section regarding their noise study which recommended the concrete barrier.

DHS:cj
cc: L. E. George
A. Shirley
W. Hart w/attach.
Stoudenmayer w/attach.

Versteeg ✓
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SEP 12 1979
ROAD DESIGN SECTION

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Bring Up ___/___/___
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STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

DATE: August 29, 1979

TO: Hal Versteeg
Road Design Engineer
ATTN: Don Stoudenmeyer

FROM:
L. E. George
Traffic Engineer

SUBJECT:

Review of Region III's Proposal
for accommodating a bike path
Crater Lake Highway
Little Butte Creek Bridge
Jackson County

This is to document the files concerning our conversation on August 28, 1979, regarding the proposal to install guard rail between the traveled way and the widened bridge rail on the subject bridge to protect a bike way.

This office feels strongly that this proposal would be hazardous to the motoring public and therefore should not be incorporated in the final plans.

Also, the right lane for northbound traffic should not be a "force off" lane for access to Eagle Point without an "escape" taper section northerly of the intersection.

L. E. George
Traffic Engineer

GC:jmb

cc: Alfred Shirley, Jr.

REFERRED TO
Board, Stoudenmeyer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Lou
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

1 Versteeg
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SEP 05 1979
ROAD DESIGN SECTION

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Return To
Bring Up __/__/__
Action

FORM 81-734-3220 05364 INTERNATIONAL BUSINESS FORMS, INC.

SPEED MEMO

OREGON STATE HIGHWAY DIVISION

TO: Don Stoudenmeyer, Final Design

SUBJECT: Bikepath @ Little Butte Br.

FROM: Wm. Maude

DATE: 8-23-1979

Attached is a sketch with a suggestion on handling the bike path on the above named section. I feel that for safety we must slow down the biker and make him aware of the turning movement made by traffic using Royal Ave. Also attached is a copy of the bridge std. drawing on the metal post guard rail. I don't have a good suggestion on how to treat the leading end of this installation, but the "C" end piece is not too good.

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Wm Maude
(SIGNATURE)

PLEASE REPLY HERE

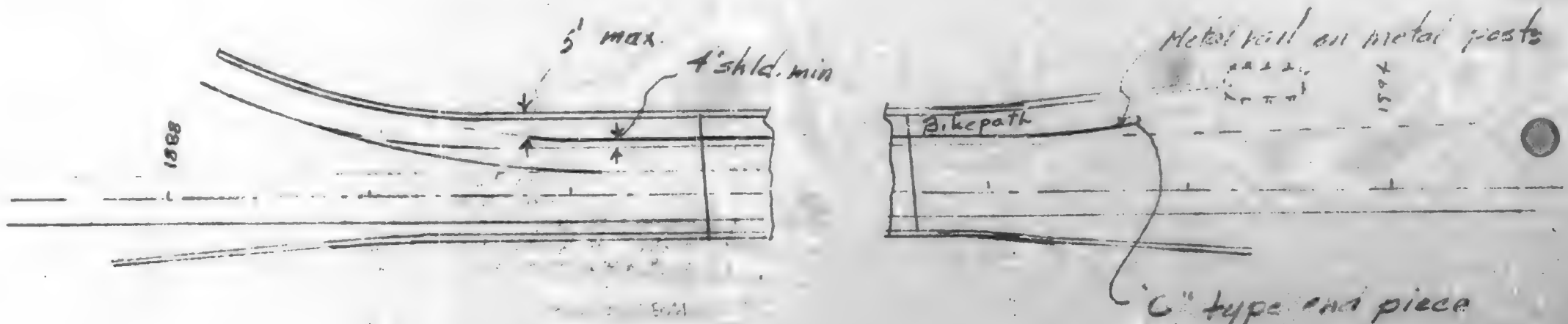
REFERRED TO
Beard ✓ Stoudenmayer
Cole Sample
Eriksen Watson
Hagar Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Ellen Clark
Council Please

(SIGNATURE) 8-28-79 (DATE)

CC:

Little Butte Cr Br. See
Crater Lake Hwy



9057

22

ROAD DESIGN SECTION 378-6558

Sept. 7, 1979

Gary Potter
Environmental
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Little Butte Creek Bridge Sec.
Crater Lake Highway
Jackson County

Your noise study report recommends the use of concrete barrier in the northwest quadrant of the subject project to provide some noise mitigation for an existing house.

The Region office has objected to this design because of a sight distance problem from an adjacent crossroad, added cost of the barrier, and the minor reduction in noise level. In view of the above, we cannot justify the use of the concrete barrier at this location and plan to use a standard guardrail installation.

DNS:cj
cc: J. Gix, Region Const. Engr.
Wm. Maude, Resident Engr.
W. Hart, Bridge
D. Steudemayer w/copy Maude's letter

Vernon ✓
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SEP 10 1979
ROAD DESIGN SECTION

Re: Misc File
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Bring Up 9/
Action

9057

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Medford

August 29, 1979

FILE:

FROM: Wm. H. Maude
Resident Engineer

TO: Duane Christensen
Final Design Engineer

SUBJECT: Concrete Shoulder Barrier
Little Butte Creek Bridge
Crater Lake Highway

As per a telephone conversation with Don Stoudenmeyer, team leader on this project I am submitting a request that the concrete shoulder barrier be omitted from this bridge project and guard rail be substituted. The following is the bases for the request:

1. The mound and barrier on the northwest quadrant limits sight distance for traffic on Nick Young Road. It is compounded by the road approach grade and the angle between the highway and Nick Young Road.

2. It is not cost effective. The construction of this project will not increase traffic, or affect the average speed. A check with the District Engineer disclosed that maintainence of the existing rail is minimal and concrete cannot be justified for maintainence reasons. The main benefit is some noise reduction from existing levels for adjoining landowners.

3. It is anticipated that a bikeway will be constructed along the creek. This will require intersections with the highway bikeway. This can be done easily with metal barrier but not with the concrete barrier.

4. The public in the Eagle Point area have objected to the building of "chutes" in the past. We can anticipate some objections from them to this design.

5. This is a foggy area during the winter months. The concrete barrier is very difficult to see in foggy weather.

This request has been discussed with J. Gix, Region Construction Engineer and has his approval.

cc: A. Shirley Jr.

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9057

FORM 81-784-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August [illegible], 1979

Salem, Oregon 97310

FILE:

FROM: Anthony J. George, Engineering Coord.
Environmental Section

SUBJECT: **Little Butte Creek Bridge**
Crater Lake Highway
Jackson County, Oregon

TO: J. H. Versteeg
Engineering

Attached is our draft noise study report on the subject project. As previously discussed, we evaluated the merit and feasibility of substituting a concrete shoulder barrier for the galvanized metal barrier shown in the plans. Such a substitution would provide 4 dBA of noise attentuation at the one impacted house within the project limits. If the substitution were made on both sides of the structure (only west side needed for noise mitigation), the cost per dBA reduction is approximately $3,800.

It is my understanding that substitution on both sides is preferable from an engineering and aesthetic standpoint. However, such a proposal is not cost effective noise mitigation. Would you review the proposal to substitute the concrete shoulder barrier and determine if there are other benefits such as safety, salvageability, etc. that would make the substitution attractive from an overall standpoint? If not, I will not propose the concrete shoulder barrier as a noise mitigation measure.

AJG:br1
Attachment
cc: A. Olson

1 Versteeg ✓
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AUG 10 1979
ROAD DESIGN SECTION

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Advised Tony chan concrete shoulder barrier is to be used as part of the project - no justification necessary - as appropriate. DD. 8/14/79

9057

22

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: FILE

DATE: August 3, 1979

FROM: Gene M. Finley
Hydraulic Specialist

SUBJECT: Little Butte Creek Bridge
Crater Lake Highway
Jackson County

-- ADDENDUM --

The Bridge Department requested a hydraulics study be made on replacing the existing 152-foot, five-span reinforced-concrete structure with a three-span bridge with 1½:1 end slopes.

HYDRAULIC DESIGN

To prevent debris buildup through the structure, it is suggested that the center bents be wall type piers spaced approximately 70 feet apart. Two different wall widths of 1½ feet and 2½ feet were investigated to determine what effect this would have on bridge length for the design discharge of 17,300 cfs. Results of this study are tabulated below.

WIDTH OF WALL	BRIDGE LENGTH	VELOCITY THROUGH STRUCTURE	DESIGN H.W. ELEV. (MSL)	DESIGN AREA	BACKWATER
1½ ft.	132 ft.	14.7 fps	1,276.8 ft	1,326 ft^2	1.7 ft.
2½ ft.	141 ft.	14.9 fps	1,276.8 ft	1,333 ft^2	1.7 ft.

It is suggested that two feet of freeboard be provided above the design highwater for the proposed structures.

RIPRAP

Fresh embankment slopes should be protected with a four-foot blanket of class 2000 loose riprap with a toe tranch. A 15-inch thick filter blanket will be required.

GMF:ge

Attach.

cc F. Terpin w/att.
W. Hart "
J. Davis "
~~D.~~ Christensen "
H. Schell "
A. Shirley "
G. Potter "

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ROAD DESIGN SECTION

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REFERRED TO
Beard Stoudenmeyer
Cole Semple
Eriksen Watson
Hager Dorn Lev
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

11-125-1987

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs / m^3/s	17300		17,300
Frequency - yrs.	100-	100	100-
H.W. Elevation Natural Channel ft. / m.	1276.8		
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	14.7		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 132-foot Bridge
1½-foot Wide Center Piers

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Little Butte Creek Bridge
Crater Lake Highway
Jackson County

COMPILED BY: Gene M Finley

DATE: August 3 1970

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge- cfs / m^3/s	17,300		17300
Frequency – yrs.	100	100	100-
H.W. Elevation Natural Channel ft. / m.	1276.8		
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	14.9		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 141-foot Bridge
2½-foot Wide Center Piers

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Little Butte Creek Bridge
Crater Lake Highway
Jackson County

COMPILED BY: Gene M Finley

DATE: August 3, 1979

9057

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

NOTED
E. S. HUNTER

July 30, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
530 Center St. N.E.
Salem, OR 97301

Little Butte Creek Bridge
Little Butte Creek Bridge Sec.
Crater Lake Highway No. 22
Jackson County
Bridge 681B

Enclosed are two copies each of drawings 34607 and 31903 and 31904 which are the preliminary plan and elevation and vicinity maps for the structure. The foundation recommendation and hydraulic report (with addendums) are also enclosed.

The proposed structure will provide a 58'-8" roadway width on the existing alignment which is improved for both traffic and stream flow. It will replace a concrete structure originally built in 1921 which has a roadway width of 26'-2". The new structure width will provide two 12' traffic lanes, one 12' decelleration lane, a 12'± shoulder for bikeway traffic, and an 8'± shoulder.

A three-span prestressed slab structure was selected as the most economical and practical construction for this location. The cost is estimated to be $444,000 and includes a 20 percent allowance for engineering and contingencies.

A waterproof membrane will be applied to the deck of the new structure.

These proposals are submitted for your approval.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

Enclosures

cc E. S. Hunter
D. H. Moehring
A. F. Shirley /w/ encl.

RECEIVED
TECHNICAL SERVICES
JUL 31 '79
REFER TO
FOR

Form 734-3122

9057

OREGON DEPARTMENT OF TRANSPORTATION

NOISE STUDY REPORT

Project Little Butte Creek Bridge
Highway Crater Lake
County Jackson

Preparer Lee Doss
Date July 25, 1979
City ---

Project Description:

The project replaces the existing obsolete bridge across Little Butte Creek immediately southwest of Eagle Point. The replacement structure will be 102 feet long, carrying three traffic lanes. The third lane (northbound) will peel off to the right toward Central Point.

The new structure will provide a 22-foot widening on the easterly side, with footings and bents for a future widening of 19-feet on the westerly side. Five traffic lanes could be eventually accommodated if traffic warrants, and funds are made available. Basic alignment of the highway is unchanged.

Existing Land Use Activities:

Surrounding lands are given to rural residential use, or small acreages. Zoning is rural residential with five-acre minimum lot size. One residence is in the immediate vicinity of the project, 110 feet west of the highway centerline at Station 1888+50, alongside the northerly approach to the bridge.

Traffic Data:

	No-Build		Build	
	19 (year)	2000 (year)	19 80 (year)	2000 (year)
Design Hourly Volume				
Autos	____	1600	950	1600
Speed	____	40 mph	49 mph	45 mph
Peak Truck Hour				
M. Trucks	____	65	40	65
H. Trucks	____	195	115	195
Speed	____	40 mph	55 mph	46 mph

Traffic Noise Levels:

	Distance from Center Line	Volume: Autos	Med. Truck	Heavy Truck	Speed
Measured Leq Noise Level: Measured / Model Prediction					
No measurements were taken	_____	____	____	____	____

	No-Build: 19 (year)	No-Build: 2000 (year)	Build: 19 80 (year)	Build: 2000 (year)
Leq Level Along R/W Line (60 feet from ℄)	_____	74 dBA	73 dBA	74 dBA
Leq 67 dBA Contour Location (Distance from centerline)	_____	335 feet	230 feet	335 feet

Traffic Noise Impacts:

The residence is impacted. It is far enough (8 feet) below grade that some natural attenuation may be possible. The FHWA computer model predicts an attenuation of 4 dBA at the residence if a solid GM type barrier is substituted for guardrail at locations shown in the plans. The high frequency noise of tires will be particularly well attenuated.

Traffic Noise Mitigation: Guardrail will be replaced with GM barrier throughout the project (both sides of highway, both ends of bridge). Cost comparison follows:

	Conc. Shoulder Barrier (875 Lin. Ft.)	Guardrail (600 Lin. F
Total Cost	$26,014.00	$10,705.00
Cost Per Lin. Ft.	29.73	17.84
Cost Per dBA Attenuation	3,827.25	N/A

Cost of barrier includes that of additional pavement for support.

Construction Noise - Impacts and Mitigation:

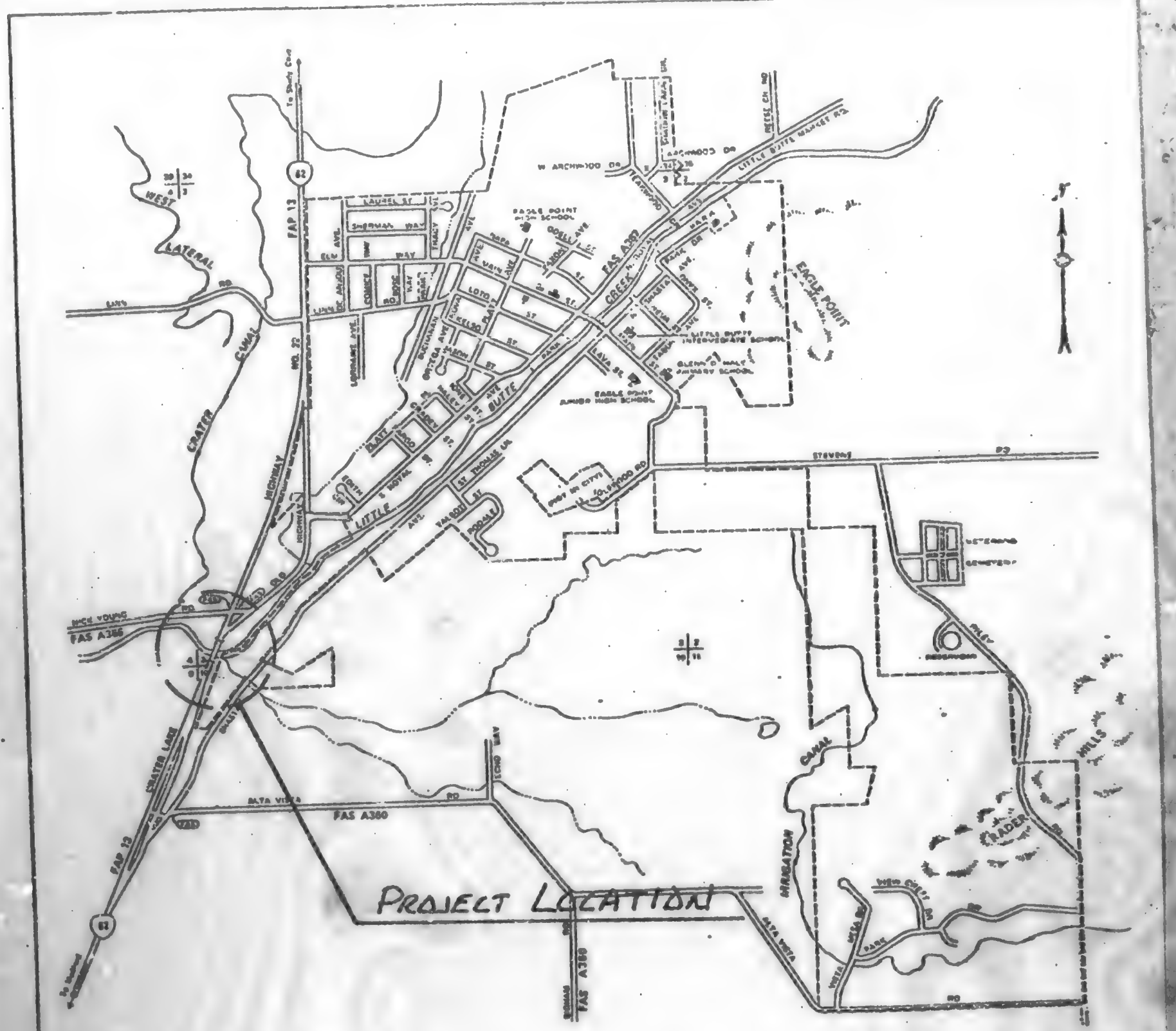
Time constraints will be imposed on construction operations as specified in the Statewide Noise Study Report.

Local Coordination:

A copy of this report will be sent to:

1. Jackson County Department of Planning
2. Rogue Council of Governments

LITTLE BUTTE CREEK BRIDGE



LEGEND

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- FAS TERMINATION OF FA SYSTEM
- DIVIDED HIGHWAY
- STREET OPEN FOR TRAVEL
- POST OFFICE
- SCHOOL
- CITY CENTER
- CITY LIMITS
- PUBLIC AREA
- PUBLIC BUILDING
- COURT HOUSE
- CITY HALL
- ARMORY
- LIBRARY

Copies of this map are available at nominal cost from Oregon Dept. of Transportation, Salem, Oregon 97310.

EAGLE POINT

JACKSON COUNTY OREGON

PREPARED BY THE OREGON DEPARTMENT OF TRANSPORTATION IN COOPERATION WITH U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

Revised January 1972

Population 2,240

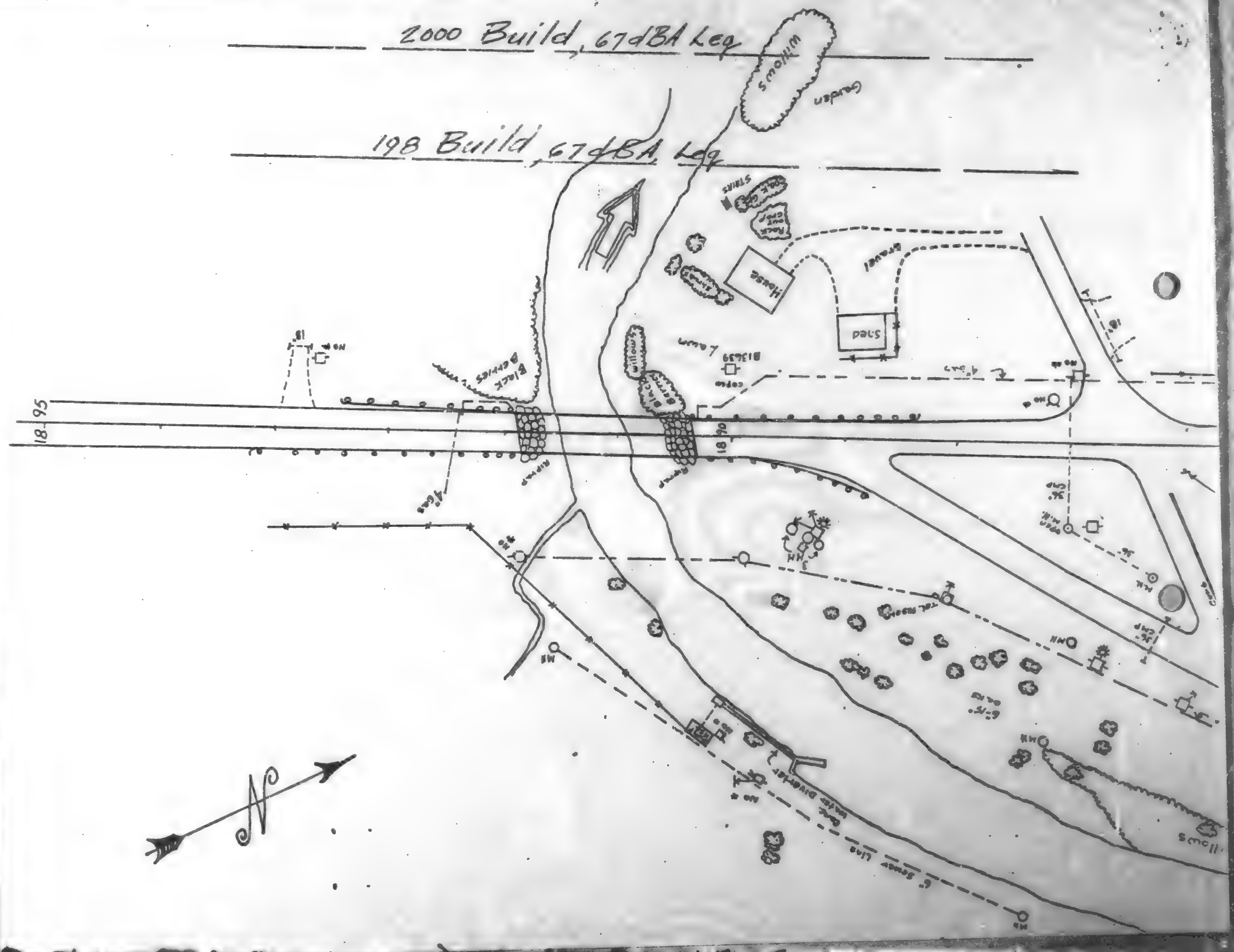
SCALE

800 0 800 1600 2400 FEET

250 0 250 500 750 METERS

2000 Build, 67dBA Leq

198 Build, 67dBA Leq



9057

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

DATE: May 2, 1979

TO: Alfred Shirley, Jr.
Region Engineer

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: White City-Linn Road
"After" Accident Study

Del #8344

With reference to your April 12 letter concerning the White City-Linn Road "after" accident study, please proceed with installation of a flashing red light to Nick Young Road and flashing amber lights to the highway. We probably should continue observing traffic on this section in the event further action is required.

COPY 7-6 1a

After reviewing various suggestions, it is my conclusion that the Department should live up to its commitment to widen the Little Butte Creek Bridge. Please proceed.

HSC:ia

cc F. B. Klaboe
L. W. Rulien
E. S. Hunter
L. E. George
J. H. Versteeg
W. J. Hart

1.125.1307

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION
DEPT.

378-6553
TELEPHONE

DATE: April 23, 1979

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Little Butte Creek Bridge
White City-Linn Road Sec.
Crater Lake Highway
Jackson County

Bring up at update of Capital Imp?

You asked two questions concerning the subject project:

1. Will the structure require maintenance in the next several years?

Bridge Maintenance tells us "No"; the structure is sound.

2. When is the project to four-lane scheduled?

It is not on the Six-Year Program. The Region has no feel for when such a project might be rescheduled, and the Traffic Section tells us that, with what is known, the closest they can come to when four-laning will be necessary is 5 to 10 years.

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO
Ruben
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

DNS:cj

This is a 26' bridge built in 1931 - ADT is in excess of 7000 - The circumstances were all known when the decision was made to put the bridge in the program. I suggest we get on with it.

Harry

4-25-79
Scott
I recommend defining this project indefinitely.
Ed.

RECEIVED
TECHNICAL SERVICES
APR 23 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc Versteeg
Hart
Shirley

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

April 13, 1979

FILE: TRA 7

FROM: ALFRED SHIRELY, JR.
Regional Engineer

SUBJECT: White City - Linn Road
"After" Accident Study

TO: H.S. Coulter
State Highway Engineer
SALEM

NOTED
H. S. COULTER

Region III has reviewed the "After" accident study on the White City - Linn Road Section of the Crater Lake Highway dated March 15, 1979. - Acc #9344

We have also investigated the intersection at Nick Young Road on this section and recommend the installation of flashing red to Nick Young Road and flashing amber lights to the highway.

Proceed

The "After" study indicated that widening of the Little Butte Creek Bridge is not needed from an accident viewpoint. With money a critical issue at this point in time, I wonder if replacing the bridge is in order now.

Believe commitment to do is one we should keep. — Proceed w/ contract! —

AS/cp

cc: L.E. George

Answer indicating agreement w/recommend

RECEIVED
TECHNICAL SERVICES
APR 16 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
APR 16 '79
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4-18 ok to

Yes, recommendation in last paragraph ok

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: L. E. George
Traffic Engineer

DATE: March 15, 1979

FROM: Glen L. Clark
Investigations and Research Engineer

SUBJECT: "After" Accident Data
Crater Lake Highway
White City-Linn Road Section

ROSEBURG REGION
RECEIVED
APR 5 1979
RE | AME | RCE | ROE | TE
RUE | DES | RSR | RPR | RLE
ENV | FAE | RBI | SEC

Historical Background

The subject project once known as "White City-Reese Creek Section" was reduced in length and downscoped to conform to the available State Bond funds.

Public criticism was received soon after striping was installed and traffic patterns developed in the Fall of 1976, one year prior to paving the final lift of asphaltic concrete in the Summer of 1977. Comments at that time involved the confusion of the striping and the concern for Bridge abutments. The one of greatest concern was the one at Little Butte Creek (M.P. 9.33).

Attached is a letter dated November 12, 1976, from State Senator Hannon to a Medford constituent stating that Mr. Coulter would monitor this section of highway.

The project was all but completed in the Fall of 1976. The top lift of asphaltic concrete was placed in the Summer of 1977. The records show the project completion date July 15, 1977.

"After"Record

In the one year period July 15, 1977 to July 15, 1978, there were 14 reported accidents in this 2.81 mile long section. There were 18 persons injured and one fatality. There were 10 intersectional and four non-intersectional accidents. There were 5 turning, 4 rear-end, 3 fixed object and one each angle and non-collision type accidents.

The accident rate for this section for the one year studied (after construction was completed) was 1.74 accidents per million vehicle miles. The fatal rate (based on the one accident) was 12.42 fatalities/ 100 million vehicle miles traveled. The comparable rates were, respectively, 1.43 acc/MVM and 5.22 fatalities per 100 MVM.

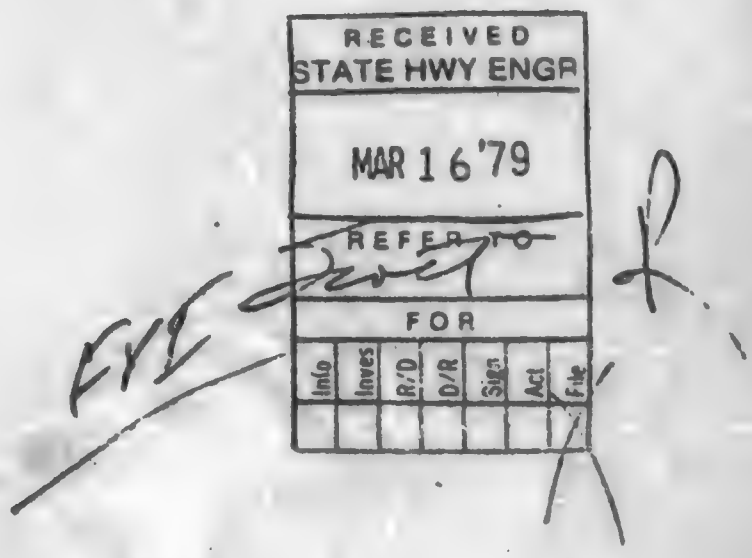
None of the accidents occurred at or near the Little Butte Creek Bridge. This structure is scheduled for a contract widening project in the 3rd Quarter of this year.

7 accidents or 50% occurred at the Nick Young Road Intersection at M.P. 9.42. There are two lanes (southbound towards Medford) and one lane (northbound) at this intersection. Current plans for widening the bridge would retain that configuration.

In summary, the striping does not seem to have had an adverse affect on the safety of the passing bay project and no accidents have occurred at the Little Butte Creek structure as envisioned by the public. A traffic engineering investigation might be undertaken at Nick Young Road to determine if any improvement is justifiable.

GLC:cs

cc: H. S. Coulter
Alfred Shirley, Jr.— Follow up
cy to
Attachments



November 12, 1976

It's now attached here to bill 12.1.76

cc to Vistica to bring up when 1 year of data is available

Mr. George Flanagan
Ehrman Way
Medford, Oregon 97501

Dear George:

I recieved a courtesy copy of a letter to you from Commissioner Isabel Sickels dated November 8, 1976, concerning the construction of passing lanes on the Crater Lake Highway.

I too share your concern and invited the State Highway Engineer, Mr. H. Scott Coulter, to personally view the highway. He stated that this was a safe highway and due to the lack of funds available at this time no changes will be made until additional funds can be obtained. Mr. Coulter has assured me that the State Highway Department will monitor this section of highway and see what traffic problems might arise and THEN take steps to correct any problems.

Having lived here in the valley for twenty-eight years and knowing this particular stretch of highway, it bothers me very much to know that it is going to take a tragic death before necessary action is taken by the State.

Rest assured that I will continue to do everything within my power as a legislatore to get the necessary funds to make the proper safeguards that are needed concerning this area of highway.

I will keep you informed of any progress.

RECEIVED
NOV 16 1976
TRAFFIC ENGINEERING

NOTED
R. L. SCHROEDER

Sincerely,

Lenn L. Hannon

LLH/dh
cc: Bill Gaddis
F.B. Klaboe
Commissioner Isabel Sickels

RECEIVED
NOV 16 1976
Office of
Assistant State Highway Engineer

NOTED
VERNON L. TABERY

NOTED
LE GEORGE

11-16-76 cy Hunter Schroeder Gaddis Klaboe Sickels

RECEIVED
DOT OPERATIONS
NOV 15 '76
REFER TO
FOR
Init. | Dept. | D/D | R/W | Utl. | Files

cy

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of _____ County [illegible]
Intersection of [illegible] and _____
Highway Number [illegible] MP 7.44 TO 12.25
Period Covered 7-15-77 to 7-15-78
Compiled by [illegible] Drawn by _____ Date 1-13-77

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Fatal:

11-12-77 3.50 PM
MP 9.42
Cloudy. Dry. Day
WB VEHICLE CUTTING
[illegible] IN FRONT
[illegible]
[illegible] WB NB
[illegible]

Day 11
Night 3
Total 14

Collision Type	7-15 to 12-31-1977				1-1 to 7-15-1978												Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle							1	1											1	1
Head-on																				
Rear-end		2		2		1		1										4		4
Sideswipe																		2	3	5
Turning Movement		1	1	2		1	2	3											1	1
Parking							1	1											1	1
Non-collision							1	1										1	1	2
Fixed Object		1	1	2																
Pedestrian																				
Pedalcy																				
Misc																				
TOTAL		3	2	7		2	5	7										7	7	14

Form F 251.7

10.25

No accidents

10.03

10.27

No accidents

9.66

No accidents

9.01

No accidents

9.63

2.29

No accidents

9.02

Pruett

Dutton

"Angle Problem" Flashing Beacon" 10 =

No accidents

9.09

No accidents

Total 11
Night 3
Total 14

7057

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

May 1, 1979

Salem, Oregon

FROM: Gene M. Finley
Hydraulics Specialist

SUBJECT: Little Butte Creek Bridge
Crater Lake Highway
Jackson County

TO: F I L E

The proposed project will replace an existing 152-foot, five-span reinforced-concrete structure on the same alignment.

HYDROLOGY

Little Butte Creek is an east-west tributary of the Rogue River and drains an area of approximately 293 square miles above the proposed bridge site. Fourteen years of stream gage data are available from gage number 14-3480 located at the bridge site. The frequency vs. discharge listed below is based on a statistical analysis of the gage data using a Log-Pearson Type III distribution.

Recurrence Interval	Peak Discharge
100-year	17,400 cfs
50-year	14,500 cfs
25-year	11,900 cfs
10-year	8,800 cfs
5-year	6,600 cfs

The highwater elevation of 1,276.7 feet (MSL) was determined from field measurements for the December 1955 flood. Verbal information supplied by maintenance people indicates that the highwater for the December 1964 flood was approximately equal to the December 1955 flood. Considerable large debris is carried by the stream during flooding. Inasmuch as there were no marks on the beams after the 1964 flood and maintenance personnel do not recall debris striking the beams, the flood level was at least a foot below the beams. It is estimated that 17,300 cfs was the peak discharge for these floods.

HYDRAULIC DESIGN

A flood discharge of 17,300 cfs was chosen as the design flood.

The Bridge Department suggested that the replacement structure be a single span bridge with vertical abutments. It would take a minimum 95-foot clear span bridge with a waterway opening of 1,211 square feet to create a design highwater of 1,276.6 feet (MSL). Along the upstream embankments the highwater 1,278.6 feet (MSL) includes 2.0 feet of backwater. Status quo would mean an approximate one-foot of freeboard from the bottom of the bridge beam to the top of the design water surface.

It is suggested that an additional foot of freeboard be provided to allow debris passage under the bridge. If this two feet of drift clearance is provided, the bottom of the beam would be at elevation 1,278.5 feet (MSL). Beams similar to those designed for Jackson County on Agate Road Bridge over Little Butte Creek would suffice.

RIPRAP

Photographs and information supplied by the field indicate that Class 2000 riprap was used to protect the center bents of the existing bridge. However, it is suggested that the toe of the vertical abutments for the replacement structure be protected with a three-foot blanket of Class 700 riprap. A 9-inch thick filter blanket will be required.

GMF:ge

Attach.

cc: F. Terpin w/att.
W. Hart "
J. Davis "
D. Christenser "
H. Schell "
A. Shirley "
G. Potter "

Verhteeg ✓
Anderson
Christensen Copy
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
MAY 0 2 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (64)
Discharge - cfs / m^3/s	17,300		17,300
Frequency - yrs.	100-	100	
H.W. Elevation Natural Channel ft. / m.	1278.6		
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	14.7		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Little Butte Creek Bridge
Crater Lake Highway
Jackson County

COMPILED BY: Gene Finley

DATE: April 27, 1979

9057

22

HIGHWAY DIVISION 378-6558

April 23, 1979

Mr. E. S. Hunter
Assistant State Highway Engineer

J. H. Versteeg ORIGINAL SIGNED BY J. H. VERSTEEG
Road Design Engineer

Little Butte Creek Bridge
White City-Lima Road Sec.
[redacted]
Jackson County

You asked two questions concerning the subject project:

1. Will the structure require maintenance in the next several years?

Bridge Maintenance tells us "No"; the structure is sound.

2. When is the project to four-lane scheduled?

It is not on the Six-Year Program. The Region has no feel for when such a project might be rescheduled, and the Traffic Section tells us that, with what is known, the closest they can come to when four-laning will be necessary is 5 to 10 years.

DNS:cj

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Waterig

RECEIVED
APR 23 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-7-78

FEDERAL AID PROJECT NO. F-13(4)

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90026

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	11-7-78	Primary 13	Primary 22

GENERAL LOCATION: Little Butte Creek Bridge Section

GENERAL DESCRIPTION OF WORK: Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION Including archeology salvage and utility preparatory work TEC NTE $18,500 - F.F. $15,860
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-30-78 letter.

NOTED
F. B. KLABOE 11-8

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-7-78	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9057

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

F-13(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 14, 1978

Section Little Butte Creek Bridge

Unit (if appl)

County Jackson FA

City South of Eagle Point

Highway Crater Lake 0022

State Hwy. No. 22

Termini: M.P.(if appl) 9.33

Length 150+-

Region 3

Construction Estimate $500,000
Program Amount

B. Purpose of Project:

To increase safety by replacing a narrow structure over Little Butte Creek.

C. Origin & History of Project: The present concrete structure was originally built in 1920 and substantially altered in 1946. Highway improvements including widening and construction of passing bays have subsequently occurred making the existing structure a "bottleneck." Widening of this structure has been determined to be infeasible.

D. General Description of Project: Removal of the existing bridge and replacing it with a new structure which will be designed and built to facilitate future widening to 5 lanes when warranted and funding is available.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 3 ; Med. ____; Shldrs. X ; Parking ____

Traffic: Existing Facility: Existing ADT 8000 (1976); Projected ADT 15,000 ; Yr. 1996

Existing Level of Service C

Proposed Facility: Projected ADT 15,000 ; Yr. 1996

Projected Level of Service * B

* With future widening to 5 lanes

734-3953 (10-75)

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____: No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:
Source of borrow, rip rap and surfacing material will likely be commercial. Debris from the removal of the existing structure will be disposed of in conformance with Standard Specifications for Highway Construction.

Type of Structure(s):
Present structure to be replaced with a new reinforced concrete structure of approximately the same length.

Brief Description of River or Stream and Type of Involvement, if any:
Project involves crossing Little Butte Creek at the location of the present crossing. No significant change in the channel characteristics is anticipated.

Local City, County or COG priorities of project:

Not rated.

FHWA and/or OSHD approvals given, if any:
Project is listed in 6-year Highway Improvement Program for 1979 funding.

Location or Design Alternatives (identify and describe):

The type of bridge has not been determined. Final location will be the same as the existing.

Other Descriptive Information or Comments:

Providing for traffic during construction of the new structure will be difficult. A temporary detour structure within the existing right of way may be necessary.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project setting is northerly of the City of Medford on the Crater Lake Highway. The area's terrain is flat to undulating and alluvial in nature. The immediate vicinity is Little Butte Creek drainage and is characterized by low ground cover vegetation except along the creek channel. Here the vegetation includes wild grasses, blackberry, alders and other deciduous trees.

The channel bottom, consisting of gravels up to 12 inches in diameter, is approximately 50 feet wide. The banks slope away moderately to a height of 12 to 15 feet.

There are no unusual natural environments in the area, nor are there any rare or endangered species.

2. Cultural: This is a rural setting near a small town. The area is occupied by scattered small farms and rural residences. There is an undeveloped county park located about 600 feet upstream. There is a residence adjacent to the highway right-of-way downstream. The dwelling is located about 500 feet from the bridge.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

N/A

2. Estimated Impact on Traffic Patterns:

No change in patterns anticipated. Increased structure width should improve safety.

Consequences--Air Quality, Noise, Safety, etc.:

Perhaps a slight improvement in air quality due to better traffic flow. A modest gain in safety.

3. Estimated Impact on Land Use:

None

Consequences:

4. Expected Impact on Natural Ecological Resources:

No long-range impact. Some temporary disturbance of the stream bed and abutting vegetation during construction.

Consequences:

Not significant

5. Expected Impact on Cultural and Scenic Resources:

There will be construction related distractions and inconveniences.

Consequences:

No lasting consequences.

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No conflict.

b. Noise Standards

No receptors within the immediate area. A noise study will be required.

c. Water Quality Standards

To be coordinated with appropriate agencies.

d. Area Land Use and Transportation Plans, and Zoning

No conflict.

C. Recommended Type of Action and Documentation:

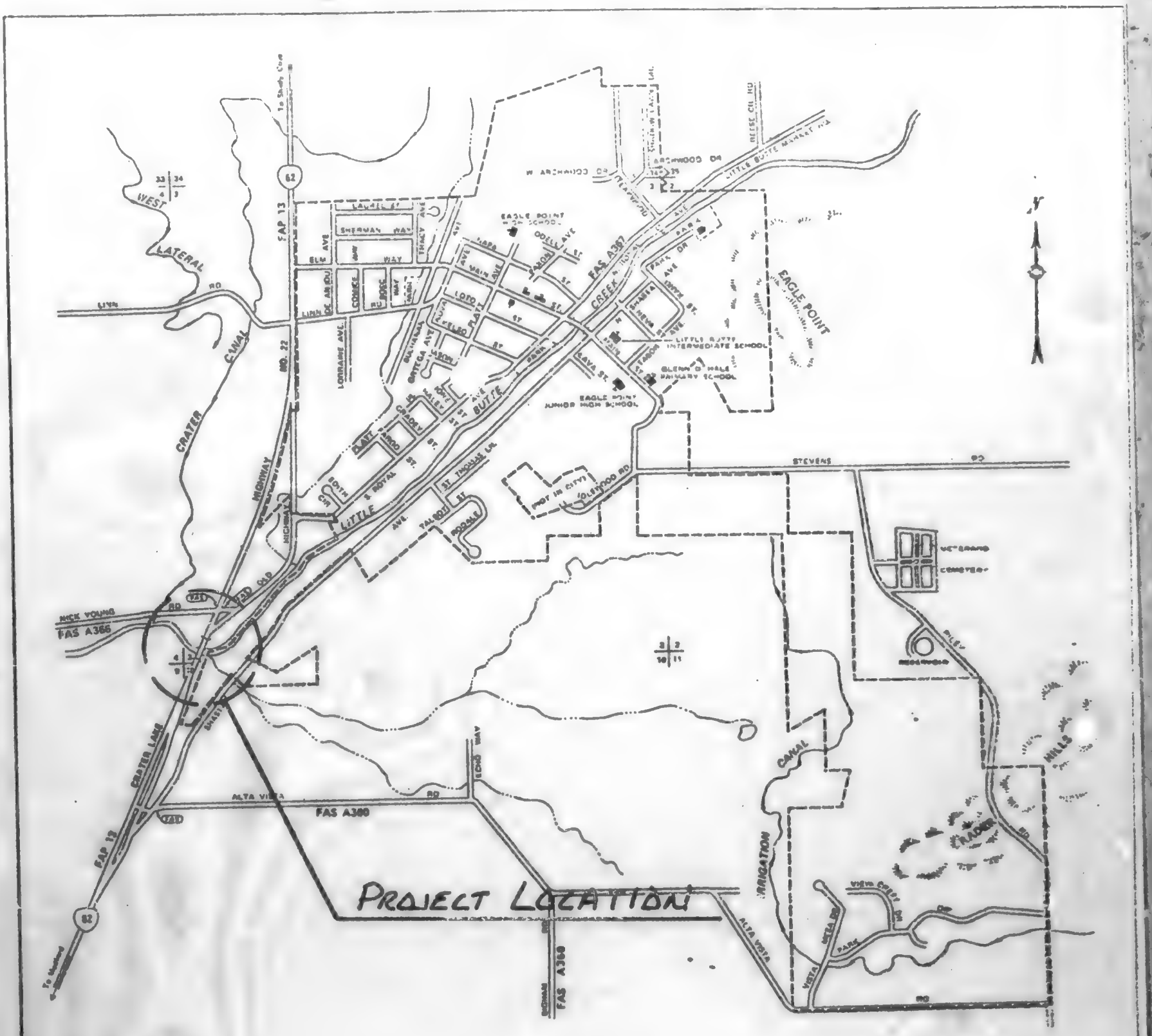
----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__x__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 __x__ 3 ____ 4

LITTLE BUTTE CREEK BRIDGE



LEGEND

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- TERMINATION OF FA SYSTEM
- DIVIDED HIGHWAY
- STREET OPEN FOR TRAVEL
- POST OFFICE
- SCHOOL
- CITY CENTER
- CITY LIMITS
- PUBLIC AREA
- PUBLIC BUILDING
- COURT HOUSE
- CITY HALL
- ARMORY
- LIBRARY

Copies of this map are available at nominal cost from Oregon Dept. of Transportation, Salem, Oregon 97310

EAGLE POINT

JACKSON COUNTY OREGON

OREGON DEPARTMENT OF TRANSPORTATION
IN COOPERATION
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised January 1978

Population 2,349

SCALE

800 0 800 1600 2400 FEET

250 0 250 500 750 METERS

1979 Ironside-Brogan Hill Sec. 9058
of the John Day Hwy.
(Grading & paving)

#9058

May 29, 1981

Corrcon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

CON 5
#9058

Gentlemen:

On March 23, 1981, we wrote to you concerning release of final payment on Contract No. 9058 awarded to R. A. Hatch Co. for grading and oiling on the Ironside-Brogan Hill Section of the John Day Highway in Malheur County.

The total contract amount is $2,863,187.27 including $1,072.03 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Kenney
Walt Hart
W. E. Schwarts

#7054 D 11.7.81 File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
J.C. Compton Co. No. 9008	Big Cr., Rock Cr., Gnat Cr. & Westport-Clatskanie Clatsop & Columbia Counties	March 13, 1981
R. A. Hatch Co. No. 9058	Ironside-Brogan Hill Malheur County	March 18, 1981
S.D. Spencer & Son No. 8654	N. Oakland Intchge.-Sutherlin Intchge. Douglas County	March 18, 1981
C.G. Gredvig, Inc. No. 9217	Leroy St.-S.P. X'ing. (Molalla) Clackamas County	March 19, 1981
Wildish Medford Construction Co. No. 9029	Four Corners-White City & Brownsboro-N. Fork Little Butte Creek Jackson County	March 19, 1981
Douglas S. Coats, Inc. No. 9095	Prairie Creek Culvert Wallowa County	March 20, 1981
Fabricators, Inc. No. 9056	Bunker Hill-Davis Slough & Coquille-Glen Aiken Creek Coos County	March 20, 1981
Western Bridge, Inc. No. 9145	Amazon Cr.(Acorn Park) Br. Lane County	March 25, 1981
Siuslaw Construction Co., Inc. No. 9098	Deer Creek Section Yamhill County	March 30, 1981
Douglas S. Coats No. 8990	Rattlesnake Cr., Field Cr. & McClellan Cr. Bridges Grant County	April 1, 1981
C.C. Meisel Co., Inc. No. 9013	Pac. Hwy. W. Intchge.-Dayton Jct. & Dayton Jct.-Lafayette Yamhill County	April 1, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Cherry City Electric, Inc. No. 9153	Pac. Hwy. East @ "D" St. (Hubbard) Marion County	April 2, 1981
Weaver Construction Co. No. 9148	Birch Cr. (Sparks) Bridge Umatilla County	April 3, 1981
Hamilton Electric, Inc. No. 9132	Pac. Hwy. E. @ SPTC U'Xing (Oregon City) Clackamas County	April 7, 1981
Hamilton Electric, Inc. No. 8879	Rogue Valley Hwy. @ Pine St. (Central Point) Jackson County	April 9, 1981
John Thomas Construction No. 9118	Valley of the Rogue State Park Jackson County	April 9, 1981

April 9, 1981

C. T. Keasey
Asst. State Highway Engineer

5

DES 16-1

ROAD DESIGN SECTION

December 23, 1980

F. F. Burnett
Resident Engineer

W. E. Cole
Design Engineer Supervisor

Ironside-Brogan Hill
John Day Highway
Malheur County
Contract No. 9058

This letter acknowledges receipt of your narrative report on the subject project.

We appreciate receiving these reports as they could be helpful to us in future design work.

MEC:ja

9036.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Ironside - Brogan Hill	WEEK ENDING: December 6, 1980
		SECTION PREFIX: 23-1128
	HIGHWAY: John Day	COUNTY: Malheur
NAME OF JOB	KIND OF WORK: Grading and Oiling	
CONTRACTOR: R. A. Hatch Co.	CONTRACT NUMBER: 9058	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 20, 1979	DATE WORK STARTED: January 14, 1980	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS 300	WORK DAYS USED 286
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 95
PROJECT AUTHORIZATION: $3,374,245.00	ENGINEERING AUTHORIZATION $232,835.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $3,043,409	This Week 120	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $3,021,005	ENGINEERING COST TO DATE $175,134	DATE PROJECT WAS COMPLETED: September 23, 1980
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1 %	PERCENT OF AUTHORIZATION 75% %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100	100	100 Crushed		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING	
MILES IN PROJECT			15.19	15.19		15.19		
MILES PARTIALLY COMPLETED			15.19	15.19		15.19		
MILES COMPLETED			15.19	15.19		15.19		
TOTAL ESTIMATED QUANTITIES (CONTRACT)				99,250 ton	120,620ton	21,620 cy		
TOTAL QUANTITIES CORRECTED TO DATE				94,792 ton	132,000ton	21,238 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				94,792 ton	132,000ton	21,238 cy		
AVERAGE DAILY QUANTITIES				0	0	0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				0	0	0		
NUMBER OF SHIFTS PER DAY				0	0	0		
HOURS PER SHIFT				0	0	0		

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30	Overcast;Cold			
MONDAY 1	Overcast			
TUESDAY 2	Cldy;Rain;Snow			
WEDNESDAY 3	Ptly Cldy			
THURSDAY 4	Ptly Cldy			
FRIDAY 5	Cldy			
SATURDAY 6				

RECEIVED
DEC 8 1980
CONSTRUCTION BRANCH

Kenney, Richards, Jackmond, Berg, Hopkins, Inlow, Williams, Widmer, Johnson, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Project complete. No activity all week.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted on Tuesday of this week.

This is the final report for this job.

SIGNED P. F. Burnett LOCATION Ontario

P. F. Burnett, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9058

Ironside - Brogan Hill — 15.19 Miles

Contract Payment	2,863,187.27
State ~~Force~~ Work	(-3,615.84) (Est
Engineering	193,200.00 (Est.
Total	#3,052,771.43

Possible Price Reduction on Emuls. Asphalt 7,000 (Est.

Cost per Mile ~~#200,972.42~~ 201,000.

Less Price Red. 500.

#200,500 per Mile

On subsequent Doherty Slide - Nevada St. Line job we paid contractor #12,000 on P.A. to bring in an Autograde grader (electronic grade and slope control) which improved ride a lot. This also entailed additional engineering cost to ~~set~~ establish grade lines and set grades.

On future jobs we now have specification requiring this. Also we should place a 3/4"-0 leveling course on top of cement treated material for smoother ride.

2-5-81

9058

ROW 12 5

STATE OF OREGON

INTEROFFICE MEMO

DATE: July 17, 1980

TO: Don Stoudenmeyer
Preliminary Design

FROM: Steven Green
Property Management Specialist

SUBJECT: File No. Q-155
Ironside-Brogan Hill Section
John Day Highway
Malheur County

Jack Sollis advises that the absolute prohibition on landfills included in our junkyard clause was a policy decision and that the best way to determine whether Malheur County should be allowed to use the property in this manner is to approach the Highway Engineer. This office will handle the request unless you desire to do so yourself. (Please advise if that is the case).

SG:mg

Verstoeg
Anderson
Christenson
Olsen
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 18 1980
ROAD DESIGN SECTION

Don S Dnf

Do Not File ☐
Return To
Bring Up
Action

Advised Green to handle the matter
Dnf 7-18-80

Contains Recycled Materials
81-125-1387

SP*75483-125

9058

TRIAL 12-6
L

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

May 30, 1980

Warren C. Glaede, M.D.
10 175 West B Street
Springfield, OR 97477

Dear Dr. Glaede:

The problem of inappropriate construction signing which you encountered on your recent trip to Brogan is hopefully corrected.

We have long-standing instructions to our project engineers and contract specifications concerning the very thing you saw, but occasionally someone forgets.

I am very sorry you were inconvenienced on your trip and wish to thank you for your letter as a reminder to again reinforce the instructions to our field people.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

CTK:fr

bc: L. W. Rulien
W. E. Schwartz

(w/copy of letter)
(Pat - Please have someone check the jobs along this route to be sure they are appropriate.)

RECEIVED
STATE HWY ENGR
MAY 30 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

WARREN C. GLAEDE, M.D.
PHYSICIAN AND SURGEON
10-175 WEST B STREET
SPRINGFIELD, OREGON 97477

May 21, 1980

State Highway Department
Salem, Oregon

Gentlemen:

I was on a trip between Springfield, Oregon via Mitchell, John Day and over the hills to Ironside to Brogan. There were several construction projects. The signs were out that said "~~Watch~~ men ahead slow down" and on two occasions there was no equipment in the road and no ~~watchmen~~ flagman. I slowed down for several miles anticipating your sign man.

I think this is a discourteous act to have us travel along at 20-30 miles an hour anticipating a flagman when none is there. Also, sometimes I come around the corner and there the flagman is, and another time he will be 5 miles away. I would like to offer the suggestion (now that I have voted for the gas tax to be used for the highway), that you post how far ahead the flagman will be.

Very truly yours,

Warren C. Glaede

WARREN C. GLAEDE, M.D.

WCG/lo

RECEIVED
STATE HWY ENGR
MAY 27 '80
5/27
cyf
REFER TO
Steve
FOR
Asst | Assoc | R/O | D/R | Sec | Act | File
X
R

9058 5

Highway 378-6502 ~~ROW-12~~

J. K. Versteeg, Road Design Engineer
Attn: Don Stoudenmeyer

January 9, 1980

Steven Green
Property Management Specialist

File No. Q-155
Ironside-Brogan Hill Section
John Day Highway
Malheur County

Original approval of this file as surplus contained the restriction that it must be traded for a substitute site. The Region has now withdrawn that requirement to allow sale to Malheur County. Would you please obtain approval for such a transaction, if possible?

Thanks!

SG:cr
Attachment

19058 O. O 5

Road Design Section 378-6558

December 31, 1979

Milner M. Mead
Property Supervisor
ORIGINAL SIGNED BY
Donald L. Trout
Final Project Development Coordinator

File Q-155
Ironside-Brogan Hill Section
John Day Highway
Malheur County

Here is correspondence on the subject file. The property is located about midway between Ironside and Brogan Hill. It is a quarry which no longer has paving grade rock.

It is recommended the property be traded to the adjacent owner as stated by Region. This was approved by Mr. E. S. Hunter on December 31, 1979.

DLT:ep

cc: W. E. Schwartz

Versteeg
Anderson
Christiansen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 3 1 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

5

.7059

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/17/79
Donald L Rout

11-15-79 Bid Letting _____ All Clear Deadline

SECTION Ironsides-Brogan Hill
Highway John Day
County Malheur Region 5
Type of Work Overlay Funds State
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				
PERMITS:					
Division of State Lands		X			
D.O.G.M.I.	X				
Corps of Engineers		X			
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey	X				
Cultural Salvage	X				
NOISE:					
Noise Study	X				

Permit applied for

9058

5

STATE OF OREGON
ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: September 26, 1979

FROM: J. H. Sills
Designer

SUBJECT: Ironside-Brogan Hill Sec.
John Day Highway
Malheur County

Re: Extension of existing pipes

On September 25, 1979, I received information from Frank Burnett, Resident Engineer, on existing culvert pipes. He has indicated that some are metal and that maintenance may have extended some of them with concrete. This being the case, the concrete should be removed and replaced with metal and the rest of the extension should also be metal.

This information was received too late to be included in the contract plans. More field work would be required for the number and location of these extensions.

It is not fully understood why this would be required if the pipe is working without any problems. If a problem exists, the additional work can be performed under a price agreement.

JHS:cj
cc: Bob Hector
P.F. Burnett
E.L. Johnsen

1 Versteeg ✓
Andersen ✓
2 Christensen RDK
Olsen
3 Sullivan JWS
Terpin
Trout
Wakerlig

Art ✓
W.11-file copy
O.O.

RECEIVED
SEP 26 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ___/___/___
Action

Contains Recycled Materials
81-128-1307

SP*75663-125

9058

5

ROAD DESIGN SECTION 378-6558

Sept. 10, 1979

J. B. Boyd
Manager, Right of Way

J. H. Verstaag
Road Design Engineer

File 30657
Ironside-Brogan Hill Sec.
[redacted] Highway
Malheur County

Attached is a description, an authorization, and prints for property designated as prospective material source for Ironside-Brogan Hill project scheduled for November 15, 1979.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By: W. H. Wakerlig
R/W Description Engineer

WHW:cj
Attachments

.1979 N. Tigard Intchge.-SW 9059
.Beef Bend Rd. Sec., Pac. Hwy. W.
.(Grade, Pave & Signals) #2

C.A. 7085	9-7-79	11-2-79
C.A. 6396	6-20-79	3-10-78
	12-17-79	
C.A. 6344	11-13-78	

9059

HIGHWAY DIVISION INVOICE

INVOICE NUMBER 140916

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
8/28/84		CA 3293

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/H GROUP	AMOUNT
TIGARDC		324	02			14,326.95
	034-1039	296	00	000		14,308.52
	034-1043	296	00	000		18.43
	034-1039	295	00	000		(14,308.52)
	034-1043	295	00	000		(18.43)

•CITY OF TIGARD
•PO BOX 23397
•TIGARD OR 97223

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON IX 9-3(4)(7)(8), N TIGARD INTERCHANGE-SW BEEF BEND RD.	
TOTAL PROJECT COST	1,040,136.59
LESS: FEDERAL FUNDS	(881,483.23)
LESS: ADVANCE DEPOSIT	(144,260.00)
LESS: CREDIT FOR PE BY THE CITY	(66.41)
	14,326.95

FOLD

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
DIANE GALIDA PH: 378-5035 FOR CORRECTNESS OF CHARGES
OR GARY ZEHNER PH:378-6011 PREPARER OF INVOICE

734-1180 (7-81)

9059

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: November 18, 1983

CITY: Tigard AGREEMENT NO: 6396 PROJECT NO: IX-9-3(4)(7)(8)

CONTRACT NO: 9059 & 9128 SECTION: N. Tigard Intchg.-SW Beef Bend Rd.

PRELIMINARY ENGINEERING (Prefix No. 34-1913 & 34-1968):

Project Manager	$	37,448.15
Citizen Involvement		5,430.24
Work Performed by City		467.65
Final Design		6,672.92
Bridge Design		6,137.59
Preliminary Design		394.80
R/W Descriptions		758.15
Soils & Geology		220.52
Signing		41,735.01
R/W Liaison		363.05
Utility Liaison		881.71
Photogrammetry		102.00
Program Section		457.57
Specifications		3,496.00
Administrative Services		64.99
Environmental Section		2,630.31
Air Monitoring		403.62
Training		283.53
Public Hearing Charges		58.00
TOTAL P.E. COST	$	108,005.81

CONSTRUCTION (PREFIX No. 34-1039 & 34-1043):

Payment to Contractor	$	818,794.97
Interest on Final Payment		21.01
SFO #2 Pavement Striping		18,119.16
SFO #3 Furnish & Install Signs		2,244.90
SFO #4 Remove Hydrant		1,217.66
SFO #5 Remove Signal Trip Pads		682.34
SFO #6 Provide & Install Timer Clocks		990.39
SFO #7 Add Loop Detectors		3,974.95
Construction Engineering		78,068.21
Signing		3,321.46
Program Section		319.65
Specifications		350.92
Portland Lab		11.68
Technical Services		1,545.22
Construction Section		516.29
Region Office		1,551.15
Audit Expense		201.52
EEO Monitoring		199.30
TOTAL CONST. COST	$	932,130.78

SUMMARY:

P.E. Cost		$ 108,005.81
Const. Cost		932,130.78
TOTAL COST		$ 1,040,136.59
Less Federal Funds:		
P.E.	$ 91,674.28	
Const.	789,808.95	(881,483.23)
		$ 158,653.36

CITY SHARE:

Less PE Deposit 3-31-78	(11,360.00)
Less Credit for PE by City	(66.41)
Less Const. Deposit 12-10-79 (LGIP)	(129,500.00)
Less Const. Deposit 05-27-80 (LGIP)	(3,400.00)
BALANCE DUE FROM CITY	$ 14,326.95

GEZ:bkb

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: November 18, 1983

CITY: Tualatin Rural Fire District — AGREEMENT NO: 7085 & 7112 — PROJECT NO: IX-9-3(7)

CONTRACT NO: 9059 — SECTION: FIRE PREEMPTION N. Tigard Intchge.-SW Beef Bend Road

CONSTRUCTION (Prefix No. 34-1039):

Payment to Contractor	$ 83,443.50
Construction Engineering	7,916.94
Signing	336.54
Program Section	32.39
Specifications	35.56
Technical Services	157.74
Construction Section	52.31
Region Office	157.16
SFO #1 Credit for Work For District	(11,525.00)
TOTAL CONST. COST	$ 80,607.14
Less Federal Funds	(67,309.43)
DISTRICT SHARE	$ 13,297.71

CONSTRUCTION (DURHAM RD. PORTION):

Payment to Contractor	$ 14,662.50
Construction Engineering	1,488.24
TOTAL	$ 16,150.74

SUMMARY:

Prefix No. 34-1039	$ 13,297.71
Durham Rd.	16,150.74
Total	$ 29,448.45
Less Deposits by District 12-3-79 & 12-19-79	(39,700.00)
REFUND DUE DISTRICT	$ 10,251.55

GEZ:bkb

9059

34-1039

3 1043

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION 9-9-83

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 10-24-79 — TO 5-23-83

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. IX-9-3(8)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
823	$ 22,689.58	$ 22,671.94	85%	$ 19,271.15	$ 19,271.15	$ 0.00
	1,006,199.08	985,702.62	85%	837,847.23	837,847.23	0.00
	$1,028,888.66	$1,008,374.56	85%	$857,118.38	$857,118.38	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements, applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY: Oregon

DATE: 9/9/83

SIGNATURE OF AUTHORIZED OFFICIAL: Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N. Tigard Interchange-S.W. Beef Bend Rd. (Tigard)					
	Pacific Highway West					
	Multnomah and Washington Counties					
	Construction					
	Type Code Y008					
	Roadway (Sta. 197+00 thru Eq. Sta. 204+99=Sta. 5+33.40 To Sta. 177.50)					
	Formal Contract Payment Summary		Lump Sum		$ 134,098.10	
SFO	#2 Temporary and permanent pavement striping (State)		All Required		17,876.79	
SFO	#4 Remove hydrant (Metzger Water Dist.)		All Required		1,217.66	
	Total Participating Type Code Y008				$ 153,192.55	
	Type Code Y031					
	Traffic Signal (Sta. 197+00 To Sta. 177+50)					
	Formal Contract Payment Summary		Lump Sum		735,078.37	
SFO	#5 Remove abandoned left turn signal trip pads (State)		All Required		682.34	
SFO	#6 Provide and install three function timer clocks in signal controller (State)		All Required		990.39	
SFO	#7 Add loop detectors on Pacific Hwy. at the signal in Tigard (State)		All Required		3,974.95	
	Total Participating Type Code Y031				$ 740,726.05	
	Type Code Y007					
	Noise Control (Sta. 99+00)(Contract 9128)					
	Final Contract Payment Summary		LUmp Sum		$ 20,168.50	
	Total Participating Construction Cost				$ 914,087.10	
	Misc. Project Cost					
	Audit Expense		All Required		$ 201.52	
	EEO Monitoring Expense		All Required		185.84	
	EEO Monitoring Expense (34-1043)		All Required		13.46	
	Total Participating Misc. Project Cost				$ 400.82	
	Type Code Y008 $ 68.14					
	Type Code Y031 324.66					
	Type Code Y007 8.02					
	Construction Engineering					
	State		All Required		$ 91,396.66	
	State (34-1043)		All Required		2,489.98	
	Total Participating Construction Engineering				$ 93,886.64	
	Type Code Y008 $15,960.73					
	Type Code Y031 76,048.18					
	Type Code Y007 1,877.73					
	Total Participating Construction Cost				$1,008,374.56	

AMOUNT CARRIED FORWARD .....

FORM PR-20B (REV. 5-66)
FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 13, 1966 IN LIEU OF SF-1160

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

(PPM 30-6)

FEDERAL AID PROJECT

STATE

COUNTY

NUMBER

SECTION

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Nonparticipating Project Cost					
	Interest on Final Payments		All Required		$ 15.30	
	Formal Contract Payment Summary		Lump Sum		27,556.00	
SFO	#1 Credit Project for work performed for Tualatin PFPD		All Required		(11,525.00)	
SFO	#2 Temporary and permanent pavement striping (State)		All Required		242.37	
SFO	#3 Furnish and install signs (State)		All Required		2,244.90	
	Construction Engineering		All Required		1,962.89	
	Interest on Final Payments (34-1043)		All Required		5.71	ok
	Construction Engineering (34-1043)		All Required		11.93	ok
	Total Nonparticipating Project Cost				$ 20,514.10	
	Total Project Cost				$1,028,888.66	
	Prepared based on Participating Costs as shown on Federal Billing as of 8/25/83					

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27929-P66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEME

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)

AMOUNT CARRIED FORWARD.....

AID PR-203 (REV. 9-66)

GPO 807-844

USCOMM-DC 27329-P66

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	034 1033	945	00	P	1			10.03	81	81
	034 1033	945	00	P	2			1.91	81	81
	034 1033	948	00	P	1			13.43	81	81
	034 1033	948	00	P	2			215.01	82	82
	034 1033	950	00	P	1			1,918.31	79	80
	034 1033	950	00	P	2			365.41	79	80
	034 1033	960	00	N	1			217.47	79	80
	034 1033	960	00	N	2			41.43	79	80
	034 1033	985	00	P	1			580.46	79	80
	034 1033	985	00	P	2			110.57	79	80
		TOT		P1				1,182,798.93		
		TOT		P2				280,146.77		
		TOT		N1				3,411.61		
		TOT		N2				1,139.62		
		** JOB TOTALS **				**	**	1,467,496.93 **		

CST RANG SUMMIT-S FRKGALES CR CONT NO 9005 * FA PROJ NOS TQF 0035007 100 — STATE

	034 1036	201	00	P	1			140,517.52	79	80
	034 1036	206	00	N	1			311.20	80	80
	034 1036	270	01	P	1			540.01	80	80
	034 1036	270	02	P	1			391.97	80	80
	034 1036	296	00	N	9			136,455.26CR	79	81
	034 1036	298	00	N	9			136,455.26	79	81
	034 1036	900	00	P	1			13,151.24	79	80
	034 1036	900	00	N	1			361.46	79	80
	034 1036	920	00	P	1			50.25	79	81
	034 1036	945	00	P	1			11.70	81	81
	034 1036	985	00	P	1			83.58	79	80
		TOT		P1				154,746.27		
		TOT		N1				672.66		
		** JOB TOTALS **				**	**	155,418.93 **		

N TIG INTCHGE-SW BEEF BEN CONT NO 9059 * FA PROJ NOS XI 0903008 90 TQF 0903007 10 — STATE

IX	034 1039	201	00	P	1	Pay Cont.		869,176.47	80	81
TQF →	034 1039	201	00	P	2	" "		95,107.95	80	81
	034 1039	201	00	N	1	" "		12,893.50	80	81
Fire Dist	034 1039	201	00	N	9	" "		14,662.50	80	80
	034 1039	204	00	P	1	1,772.93	1,772.93		80	83
	034 1039	204	00	P	2	1,772.93CR	1,772.93CR		80	83
	034 1039	206	00	N	1	Inter. on Fin Pay.		15.30	81	81
	034 1039	206	00	N	2			1.70	81	81
	034 1039	220	04	P	1	SFO*4		1,217.66	81	81
	034 1039	270	02	P	1	SFO*2		17,876.79	80	81
	034 1039	270	02	P	2			921.11	80	81
	034 1039	270	02	N	1	SFO*2		242.37	80	81
	034 1039	270	03	P	1	" *3	109.06CR	109.06CR	81	83
	034 1039	270	03	N	1	" "	109.06	109.06	2,244.90	80	83

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — AUGUST 1983 —

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	034 1039	270	05	P	1	SFO #5			682.34	81	82
	034 1039	270	06	P	1	" #6	.39	.39	990.39	83	83
	034 1039	270	06	P	2		92.85	92.85	202.85	83	83
	034 1039	270	06	N	1		83.92CR	83.92CR		82	83
	034 1039	270	06	N	2		9.32CR	9.32CR		82	83
	034 1039	270	07	P	1	SFO #7			3,974.95	81	83
	034 1039	291	01	N	1	cr. for work for others			11,625.00CR	80	81
	034 1039	295	00	N	9				129,500.00	80	81
	034 1039	296	00	N	9				1,058,716.34CR	80	83
	034 1039	298	00	N	9				929,216.34	80	83
	034 1039	900	00	P	1	Const. Engr.			83,054.26	79	83
	034 1039	900	00	P	2	" "			9,191.91	79	83
	034 1039	900	00	N	1	" "			1,962.89	80	83
	034 1039	900	00	N	2		450.00CR	450.00CR	67.35	80	83
	034 1039	900	02	N	1	" "	450.00	450.00		83	83
	034 1039	911	00	P	1	signing			3,658.00	81	82
	034 1039	911	00	P	2				406.43	81	82
	034 1039	915	00	P	1	Audit	21.60	21.60	201.52	81	83
	034 1039	915	00	P	2		21.60CR	21.60CR		81	83
	034 1039	920	00	P	1	Proj. Sec.			309.13	79	82
	034 1039	920	00	P	2				34.34	79	82
	034 1039	921	00	P	1	Specs			386.48	80	82
	034 1039	921	00	P	2				42.93	80	82
	034 1039	941	00	P	1	Portland Lab			11.68	81	82
	034 1039	941	00	P	2				1.29	81	82
	034 1039	944	00	P	1	Tech. serv.			1,702.96	81	82
	034 1039	944	00	P	2				189.19	81	82
	034 1039	945	00	P	1	Const. Sec.			556.60	81	83
	034 1039	945	00	P	2				61.82	81	83
	034 1039	946	00	P	1	Req. off.			1,708.31	81	82
	034 1039	946	00	P	2				189.79	81	82
	034 1039	948	00	P	1	Tot. Const Engr	4.72	4.72	9.24	81	82
	034 1039	948	00	P	2		894.23CR	894.23CR	5.05	81	83
	034 1039	950	00	P	1				99.36	80	83
	034 1039	950	00	P	2					80	81
	034 1039	950	00	N	1		81.00CR	81.00CR	9.00	81	83
	034 1039	950	00	N	2				186.84	81	81
	034 1039	985	00	P	1	EEO Monitor			20.62	80	81
	034 1039	985	00	P	2					80	81
		TOT	P1				791.63	791.63	985,702.62		
		TOT	P2				1,696.96CR	1,696.96CR	106,474.64		
		TOT	N1				394.14	394.14	5,833.96		
		TOT	N2				459.32CR	459.32CR	78.05		
		TOT	N9						14,662.50		
		** JOB TOTALS **					970.51CR**	970.51CR**	1,112,751.77 **		
N TIG INT-SW BEEF BEND RD	CONT NO 9128 X FA PROJ NOS XI 0903008 100 034 1043 201		00	P	1				20,168.50	STATE 80	80

B02 823 BILLING NUMBER 12 — OREGON STATE HIGHWAY DEPARTMENT — FHWA BILLING VOUCHER — 10/13/83 —

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
>103-2529	1	XI -0078-003	3439,731.78	3676,246.59	3572,103.70	85.00	3036,288.15	3036,106.98		181.17
>134-1946	1#	XI -0079-004				85.80				
>134-1946	5	XI -0079-004	143,800.00	167,176.29	164,845.88	85.80	141,437.77	141,437.77		
		PROJ TOTALS	143,800.00	167,176.29	164,845.88		141,437.77	141,437.77		
>134-1037	1	XI -0079-006	5964,872.24	7022,161.48	7012,640.78	85.00	5960,744.66	5960,527.51		217.15
>034-1910	1#	XI -0318-014	22,777.51	29,375.18	26,547.21	85.80	22,777.51	22,777.51		
>026-1906	1	XI -0323-029	350,000.00	408,299.31	407,357.31	85.80	349,512.57	349,512.57		
>026-1959	1	XI -0323-029	1465,000.00	1727,809.22	1706,726.34	85.80	1464,371.20	1464,371.20		
>426-1912	1	XI -0323-029	1525,270.00	1525,270.00	1525,270.00	100.00	1525,270.00	1525,270.00		
		PROJ TOTALS	3340,270.00	3661,378.53	3639,353.65		3339,153.77	3339,153.77		
>034-1039	1*	XI -0903-008	837,847.23	991,536.58	985,702.62	85.00	837,847.23	837,847.23		
034-1043	1*	XI -0903-008	19,271.15	22,689.58	22,671.94	85.00	19,271.15	19,271.15		
		PROJ TOTALS	857,118.38	1014,226.16	1008,374.56		857,118.38	857,118.38		
324-1081	1	XI -1525-001	30,000.00	5,862.64	5,862.64	85.00	4,983.24	4,983.24		
324-1941	1	XI -1525-001	879,289.00	848,965.88	848,063.09	85.77	727,383.71	727,368.37		15.34
		PROJ TOTALS	909,289.00	854,828.52	853,925.73		732,366.95	732,351.61		15.34
024-1967	1	XI -1560-004	500.00	404.39	404.39	85.00	343.73	343.73		
324-1971	1	XI -1560-004	842,013.00	299,548.48	297,682.12	85.00	253,029.80	251,736.79		1,293.01
>424-1906	1	XI -1560-004	226,400.00	183,840.23	183,840.23	100.00	183,840.23	183,840.23		
		PROJ TOTALS	1068,913.00	483,793.10	481,926.74		437,213.76	435,920.75		1,293.01
024-1966	1	XI -1620-002	107,800.00	16,193.75	16,187.13	85.00	13,759.06	13,759.06		
>424-1905	1	XI -1620-002	120,000.00	118,667.88	118,667.88	100.00	118,667.88	118,667.88		
		PROJ TOTALS	227,800.00	134,861.63	134,855.01		132,426.94	132,426.94		
324-1942	1	XI -1635-002	24,867.00	22,505.22	22,505.22	85.80	19,309.48	19,309.48		
>424-1903	1	XI -1635-002	120,858.00	79,753.28	79,753.28	100.00	79,753.28	79,753.28		
		PROJ TOTALS	145,725.00	102,258.50	102,258.50		99,062.76	99,062.76		
324-1999	1	XI -1685-003	55,250.00	88,725.02	88,571.46	85.00	75,285.74	55,250.00	20,035.74 B	
324-1041	1	XI -1705-003	3750,566.00	3891,373.51	3888,254.43	85.00	3305,016.27	3305,016.27		
>324-1041	8	XI -1705-003	75,000.00	80,515.63	80,515.63	85.00	68,438.29	68,438.29		
324-1044	1	XI -1705-003	829,375.00	976,808.54	963,043.84	85.00	818,587.26	818,587.26		
324-1044	8	XI -1705-003				85.00				
324-1075	1	XI -1705-003	5,000.00	5,034.07	4,068.38	85.00	3,458.12	3,458.12		

	034 1039	948	00 P 1				9.24	81	82
	034 1039	948	00 P 2	4.72	4.72		5.05	81	83
	034 1039	950	00 P 1	894.23CR	894.23CR			80	83
	034 1039	950	00 P 2				99.36	80	81
	034 1039	950	00 N 1	81.00CR	81.00CR			81	83
	034 1039	950	00 N 2				9.00	81	81
	034 1039	985	00 P 1				185.84	80	81
	034 1039	985	00 P 2				20.62	80	81
		TOT	P1	791.63	791.63		985,702.62		
		TOT	P2	1,696.96CR	1,696.96CR		106,474.64		
		TOT	N1	394.14	394.14		5,833.96		
		TOT	N2	459.32CR	459.32CR		78.05		
		TOT	N9				14,662.50		
		** JOB TOTALS **		970.51CR**	970.51CR**		1,112,751.77 **		

								STATE	
N TIG INT-SW BEEF BEND RD	CONT NO 9128 * FA PROJ NOS XI 0903008 100								
	034 1043	201	00 P 1 Pay Cont.				20,168.50	80	80

1st Authorization
Noise Mitigation

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — AUGUST 1983 — PAGE 136

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	034 1043	206	00	N	1	Int. on fin. Pay.		5.71	80	81
	034 1043	295	00	N	9	Tv. City		3,400.10	80	81
	034 1043	296	00	N	9	" St.		22,842.02CR	80	81
	034 1043	298	00	N	9	" Fed.		19,442.02	80	81
	034 1043	900	00	P	1	Const. Engr.		2,428.48	80	81
	034 1043	900	00	N	1	" "		11.93	80	80
	034 1043	920	00	P	1	Proj. Sec.		42.91	80	80
	034 1043	945	00	P	1	Const. Sec.		12.00	81	81
	034 1043	948	00	P	1	Tot. Const. Engr.		6.59	81	81
	034 1043	950	00	P	1	—	201.02CR	201.02CR	81	83
	034 1043	985	00	P	1	EEO Monitor		13.46	81	81
		TOT	P1				201.02CR	201.02CR	22,671.94	
		TOT	N1						17.64	
		** JOB TOTALS **					201.02CR**	201.02CR**	22,689.58 **	

									STATE	
SW MURRAY BLVD-SW WALKER RD	CONT NO 9208 = FA PROJ NOS XI 0032010 73 HHS 9244001 TO XI 0032010 10									
	034 1046	201	00 P 1					343,423.04	81	82
	034 1046	201	00 P 2					59,171.38	81	82
	034 1046	201	00 P 3					208,703.26	81	82
	034 1046	201	00 N 9					46,020.07	81	82
	034 1046	203	00 P 1					6,570.00CR	81	81
	034 1046	203	00 P 2					500.00CR	81	81
	034 1046	203	00 P 3					900.00CR	81	81
	034 1046	203	00 N 9					630.00CR	81	81
	034 1046	206	00 N 1					173.74	83	83
	034 1046	206	00 N 2					23.80	83	83
	034 1046	206	00 N 3					23.80	83	83

	034	1039	950	00 P 1	894.23CR	894.23CR	99.36	80	81
	034	1039	950	00 P 2				81	83
	034	1039	950	00 N 1	81.00CR	81.00CR	9.00	81	81
	034	1039	950	00 N 2			185.89	80	81
	034	1039	985	00 P 1			20.62	80	81
	034	1033	985	00 P 2			985,702.62		
			TOT	P1	791.63	791.63	106,474.64		
			TOT	P2	1,696.96CR	1,696.96CR	5,833.96		
			TOT	N1	394.14	394.14	78.05		
			TOT	N2	459.32CR	459.32CR	14,662.50		
			TOT	N9					
			** JOB TOTALS **		970.51CR**	970.51CR**	1,112,751.77 **		

N TIG INT-SW BEEF BEND RD CONT NO 9128 * FA PROJ NOS XI 0903008 100 STATE 80 80

	034	1043	201	00 P 1 Pay Cont.			20,168.50		

St Anthony Noise Mitigation

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	034	1043	206	00	N 1	Int. on fin. Pay		5.71	80	81
	034	1043	295	00	N 9	Tr. City		3,400.00	80	81
	034	1043	296	00	N 9	" St.		22,842.02CR	80	81
	034	1043	298	00	N 9	" Fed.		19,442.02	80	81
	034	1043	900	00	P 1	Const. Engr.		2,428.48	80	81
	034	1043	900	00	N 1	" "		11.93	80	80
	034	1043	920	00	P 1	Proj. Sec.		42.91	80	80
	034	1043	945	00	P 1	Const Sec.		12.00	81	81
	034	1043	948	00	P 1	Tot. Const. Engr.		6.59	81	81
	034	1043	950	00	P 1	—	201.02CR	201.02CR	81	83
	034	1043	985	00	P 1	EEO Monitor		13.46	81	81
			TOT	P1			201.02CR	201.02CR	22,671.94	
			TOT	N1					17.64	
			** JOB TOTALS **				201.02CR**	201.02CR**	22,689.58 **	

SW MURRAY BLVD-SW WALKER RD CONT NO 9208 = FA PROJ NOS XI 0032010 73 HHS 9244001 IO XI 0032010 IO STATE 07

	034	1046	201	00 P 1			343,423.04	81	82
	034	1046	201	00 P 2			59,171.38	81	82
	034	1046	201	00 P 3			208,703.26	81	82
	034	1046	201	00 N 9			46,020.07	81	81
	034	1046	203	00 P 1			6,570.00CR	81	81
	034	1046	203	00 P 2			900.00CR	81	81
	034	1046	203	00 P 3			900.00CR	81	81
	034	1046	203	00 N 9			630.00CR	81	81
	034	1046	206	00 N 1			173.74	83	83
	034	1046	206	00 N 2			23.80	83	83
	034	1046	206	00 N 3			23.80	83	83

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW	DATE OF REQUEST 11-1-83	NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.)
SEND ORIGINAL TO ACCOUNTING SECTION	DATE OF ORIGINAL TRANSACTION	VENDOR'S NAME

REFERENCE	CHARGE							CREDIT							CREW NO.
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		
Lump Sum	034-1039	900		163	9N	1,492	64	034-1039	900		719	1N	1,492	64	00500
TOTAL						1,492	64					TOTAL	1,492	64	

REASON FOR THIS REQUEST: to transfer a percentage on engineering to group "9". The percentage based on total construction cost to total Construction engineering.

IV - 9-3(8)

PREPARED BY: Dian Galida

APPROVED:

Form 734-1087 (Rev. 3/80)

SP 71114-734

Made by

Vic Dolier
~~L-T-D Springfield Transit Sta~~

Fire Preempt
Tualatin Fire Dist.
7085
7112

N. TIGARD INT. – BEER BEND RD

P.E. = IX-9-3(4) 6396 34-1968

CONST. = IX-9-3 (8) 6396 34-1039 CONT 9059

St. ANTHONY PARK MIT. = IX-9-3(8) 6396 34-1043 CONT 9128

PAC. HWY. W. @ 78TH AVE. = IX-9-3(8) 34-1067 CONT 9409

171,200
PSC 67,300

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

	CONST.	ENGR						
900 P-	85,482.74	900N	1974.82					
911 P-	3,658.00							
920 P-	357.04							
921 P-	386.48							
941 P-	11.68	10.61						
944 P-	1,702.96							
945 P-	568.60							
946 P-	1,708.31							
948 P-	15.83							
[illegible] P	93,886.64		1974.82					

National Brand 45-606 Eye-Ease 45-706 20/20 Buff Made in USA

	1 ← 1X City of Tigard 15%	2 9-3(8) Tualatin RFD 15%	3 → Total	4 TOF-9-3(7) State	5 Dual. Rd Tualati RFD	6
Bid Items (Excluding Fire Preemption	7699045	—	7699045	9349690	—	8634035
Fire Preemption Signals complete		7055000			1445000	850000 —
Price Agreement item	2872202	1289350	4161552	161105	21250	4343907
Contract items (Total)	79862647	8344350	81151997	9510795	1466250	99184042
SFO #2 "P"	178769					
SFO #4 "P"	12176					
5 "P"	6234					
6 "P"	9939					
7 "P"	39745					
Control 9128	2016850	82585.87				1036751.05
Audit Exp	220152					
EEO M	19930	8637.57	23886.64		1488.24	1974.83
Const Eng "P" 8.249%	8524496	864238			1492.64	1995.83
Const Eng "N"	45076	51052.43	N			
SFO # 1 "N"	43551	11,525.00	N			
SFO # 2 "N"	24237					
SFO # 3 "N"	224490					
		80,607.14				
	93212021	8061331			1615514	
		67,309.43				
5000 FHWA Part	18980486	6731352				
		1399979			1615514	
Amount Due 7 Days						
Amount Due 7 days City of Tigard	14231535					
Total Bid 95882.47						
÷ Total Contract 94,643.10						
= .1018 % owing to owner						
.1015						

...ED BY
...LLER GENERAL,
...Y 12, 1966
...N LIEU OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT

STAT

COUNTY

NUMBER

SECTION

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

(PPM 30-6)

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Nonparticipating Project Cost					
	Interest on Final Payments		All Required		$ 15.30	
	Formal Contract Payment Summary		Lump Sum		~~27,556.00~~	
SFO	#1 Credit Project for work performed for Tualatin PFPD		All Required		~~(11,625.00)~~	
SFO	#2 Temporary and permanent pavement striping (State)		All Required		242.37	1545.07
SFO	#3 Furnish and install signs (State)		All Required		2,244.90	
	Construction Engineering		All Required		1,962.89	
	Interest on Final Payments (34-1043)		All Required		5.71	
	Construction Engineering (34-1043)		All Required		11.93	
	Total Nonparticipating Project Cost				$ 20,514.10	
	Total Project Cost				$1,028,888.66	

Prepared based on Participating Costs as shown on Federal Billing as of 8/25/83

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27929-P66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N. Tigard Interchange-S.W. Beef Bend Rd. (Tigard) Pacific Highway West Multnomah and Washington Counties					
	Construction					
	Type Code Y008					
	Roadway (Sta. 197+00 thru Eq. Sta. 204+99=Sta. 5+33.40 To Sta. 177.50)		Lump Sum		$ 134,098.10	
	Formal Contract Payment Summary					
SFO	#2 Temporary and permanent pavement striping (State)		All Required		17,876.79	
SFO	#4 Remove hydrant (Metzger Water Dist.)		All Required		1,217.66	
	Total Participating Type Code Y008				$ 153,192.55	
	Type Code Y031					-70,550.00
	Traffic Signal (Sta. 197+00 To Sta. 177+50)		Lump Sum		735,078.37	
	Formal Contract Payment Summary					
SFO	#5 Remove abandoned left turn signal trip pads (State)		All Required		682.34	
SFO	#6 Provide and install three function timer clocks in signal controller (State)		All Required		990.39	
SFO	#7 Add loop detectors on Pacific Hwy. at the signal in Tigard (State)		All Required		3,974.95	
	Total Participating Type Code Y031				$ 740,726.05	
	Type Code Y007					
	Noise Control (Sta. 99+00)(Contract 9128)		LUmp Sum		$ 20,168.50	
	Final Contract Payment Summary				$ 914,087.10	
	Total Participating Construction Cost					
	Misc. Project Cost					
	Audit Expense		All Required		$ 201.52	
	EEO Monitoring Expense		All Required		185.84	
	EEO Monitoring Expense (34-1043)		All Required		13.46	
	Total Participating Misc. Project Cost				$ 400.82	
	Type Code Y008 $ 68.14					
	Type Code Y031 324.66					
	Type Code Y007 8.02					
	Construction Engineering					
	State		All Required		$ 91,396.66	
	State (34-1043)		All Required		2,489.98	
	Total Participating Construction Engineering				$ 93,886.64	
	Type Code Y008 $15,960.73					
	Type Code Y031 76,048.18					
	Type Code Y007 1,877.73					
	Total Participating Construction Cost				$1,008,374.56	

AMOUNT CARRIED FORWARD .....

...ER-U BY ...68)
12, 1966 GENERAL
...IEU OF ...plies
STATEMENT OF
PRO...
ITEM NO.
U.S. DEP...

9059 OSHD (illegible)

FINAL ACCEPTANCE REPORT

5-10-83 # 9059

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Washington Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
5/6/83	Original Signed by T. P. Lowe, Area Engineer		TQF-9-3(7) IX-9-3(8)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
1/13/81	8/14/81	99 %	280 calendar days
APPROVED EXTENSIONS	**LOCATION**		
----------	See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

N. TIGARD INTCHG. - SW BEEF BEND RD. (TIGARD)
PACIFIC HIGHWAY

This project provided for (1) installation of a ventilation system in St. Anthony School and (2) new and revised traffic signals at 13 intersections. Two contracts were used. The first contract (#9128) was completed on August 29, 1980. The second contract (#9059) was completed September 24, 1980.

Our final inspection report covering the first contract #9128 was written 4/13/81.

This final acceptance report deals with the signal work done under contract #9059.

The project was completed within the contract time.

Engineering is expected to underrun about 50%.

Final contract cost underran the original authorization of $1,160,000 by 10%.

The project was constructed in accordance with the contract requirements.

RECEIVED
STATE HWY ENGR
MAY 24 '83
REFER TO
FOR
Init. | Inves. | R/E | Sign | Act | File

Holt
Herman
Emrick
Peterson
Kent
Harwell
Susan

PROGRAM SECTION RECEIVED
MANAGER PROJECT UNIT OM
FOE JUN 1 1983 I.S
OCS TC
MAN. ASSIST. CONSTRUCTION PROGRAM UNIT FE
REFER TO FEDERAL HIGHWAY ADMINISTRATION SECTION C

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE FOR	
T. P. Lowe	Original Signed by	G. K. Hossner	Field Operations Engineer
TITLE Area Engineer	DATE 5/10/83	TITLE Field Operations Engineer	DATE 5/23/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

G4

9257

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 8-49		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Washington
MODIFICATION NUMBER 1	8-19-82	Project Number TQF-9-3(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18 , 19 79 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 109,916.00	$ 112,877.00
Federal funds	$ 96,890.00	$ 99,369.00
Other revisions		

This modification is made for the following reasons: to include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August , 1982 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Potter

Manager, Program Section
(Title)

XXXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 8, 1983

Federal-Aid Project No. TQF-9-3(7)

Pacific Hwy. W. at Beef Bend Rd.
Pacific Highway West
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 5,500.00

Type Code Y031
Traffic Signal (Sta. 177+50)

Subtotal on previous estimate of November 30, 1979		$ 92,870.00

Additional Approved Items

PA 6 Additional Cable & Conduit	All Required (7%)	$ 1,300.95
PA 7 Traffic Signal Revisions	All Required (7%)	152.53
PA 12 Traffic Signal Wiring Revisions	All Required (7%)	157.57
SFO 6 Time Clocks in Controllers	All Required	544.00
		$ 2,155.15
Subtotal		$ 95,025.05
Engineering (Signal Controller Testing)		1,068.00
Engineering		11,283.95
Total		$ 107,377.00

SUMMARY OF FUNDS

Description	Pro-Rata	Total Cost	Federal Funds	State Funds
P.E.	85.77%	$ 5,500.00	$ 4,717.00	$ 783.00
Traffic Signal	88.15%	107,377.00	94,652.00	12,725.00
Total		$ 112,877.00	$ 99,369.00	$ 13,508.00

Group 2 10%
Contract No. 9059
Prefix: 34-1991 P.E.
Prefix: 34-1039

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO.: 12-131	FEDERAL-AID PROJECT AGREEMENT	County: Washington
		Project No.: TQF-9-3(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99W, Jct. US I-5 to Beef Bend Rd. (Tigard)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-24-78	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	10-24-79	0.0
OTHER *(Specify)*		

FUNDS Prop Rate 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 109,916.00	$ 96,890.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator DEC 26 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 30, 1979

Federal Aid Project
No. TQF-9-3(7)

Pacific Hwy. W. at Beef Bend Rd.
Pacific Highway West
Washington County

Project Agreement Estimate

Type Code P.E. **Preliminary Engineering**	All Required		$ 5,500.00
Type Code Y031 **Traffic Signal (Sta. 177 + 50)**			
Temporary Protection and Direction of Traffic	All Required (10%)		1,500.00
Temporary Signs	140 Sq. Ft.	8.00	1,120.00
Temporary Barricades	4 Each	135.00	540.00
Flagmen	40 Hour	25.00	1,000.00
Removal of Structures and Obstructions	All Required (5%)		500.00
General Excavation	375 Cu.Yd.	10.00	3,750.00
Coarse Aggregate Base	1,200 Cu.Yd.	14.00	16,800.00
3/4"-0 Aggregate Base	200 Cu.Yd.	17.00	3,400.00
Class "C" Asphalt Concrete	400 Ton	30.00	12,000.00
12-inch Culvert Pipe	14 Lin.Ft.	40.00	560.00
Reconstructing Concrete Manhole	1 Each	800.00	800.00
Traffic Signal Installation, Complete	All Required (7%)		50,400.00
			$ 92,370.00
Anticipated Items Permanent Pavement Striping	All Required		$ 500.00
	Subtotal		$ 92,870.00
	Engineering (Sig. Cont. Testing 7%)		1,068.00
	Engineering		10,478.00
	Total		$ 104,416.00

Oregon State Highway Division
Salem, Oregon, November 30, 1979

Federal Aid Project
No. TQF-9-3(7)

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,500	$ 4,848	$ 652
Traffic Signal	104,416	92,042	12,374
Total	$109,916	$96,890	$ 13,026

Group 2 10%
Contract No. 9059
Prefix 34-1991
Prefix 34-1039

9059

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9-3(8)		
2. STATE PROJECT NO. Sec below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division 10-26-81	4. PROGRAM NO.	2A. COUNTY NAME Washington
	5. ITEM NO. 90185	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copies to Clifford G. Schmeer, Gene Judy Smith

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/26/81	Primary 9	Primary 1W

10. GENERAL LOCATION:

N. Tigard Interchange - Beef Bend Road (Tigard) Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 10/22/81 I approve the revised Construction Costs to a TEC of $1,060,755 Federal Funds $901,637.

(Decrease TEC $71,545 Federal Funds $60,813 Appn. Code 823)

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/26/81	G K. Hassmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9059

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 10-156		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Washington
MODIFICATION NUMBER 3	10/26/81	Project Number IX-9-3(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,132,300.00	$ 1,060,755.00
Federal funds	$ 962,450.00	$ 901,637.00
Other revisions		

This modification is made for the following reasons: to reduce the reserve and release funds to be utilized for PS&E approval of Project IX-9-3(9).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of October, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Hwy. Engr.
(Title)

XXXX By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 21, 1981

Federal Aid Project
No. IX-9-3(8)

N. Tigard Interchange-S.W. Beef Bend Rd. (Tigard) Sec.
Pacific Hwy. West in Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway (Sta. 197+00 to Sta. 177+50)(Contract 9050)

Total same as previous estimate of March 18, 1980 $144,061.00

Type Code Y031
Traffic Signals (Sta. 197+00 to Sta. 177+50)(Contract 9050)

Total same as previous estimate of March 18, 1980 $832,668.00

Type Code Y007
Noise Control (Sta. 99+00)(Contract 9128)

Total same as previous estimate of March 18, 1980 $ 22,998.00

Length of Project ---------- 0.00 mile

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$ 144,061.00	$122,451.00	$ 21,610.00
Traffic Signals	832,668.00	707,767.00	124,901.00
Noise Control	22,998.00	19,548.00	3,450.00
SUBTOTAL	$ 999,727.00	$849,766.00	$149,961.00
Reserve	61,028.00	51,871.00	9,157.00
TOTAL	$1,060,755.00	$901,637.00	$159,118.00

Group 1-90%; Group 2-10%; Group 9-0%; Group 1-100%
Contract No. 9050 Contract No. 9128
Prefix: 34-1039 Prefix: 34-1043

9059 STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NUMBER 6-96		County Washington
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number 1X-9-3(8)
MODIFICATION NUMBER 2	6-5-80	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18 ,19 79 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,076,000.00	$ 1,132,300.00
Federal funds	$ 914,600.00	$ 962,450.00
Other revisions		

This modification is made for the following reasons:

adding contract #9128

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of June ,19 80

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Hwy. Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

G-File

Oregon State Highway Division
Salem, Oregon, March 18, 1980

Federal Aid Project
No. IX-9-3(8)

N. Tigard Intchge.-S.W. Beef Bend Rd. (Tigard)
Pacific Highway West
Washington County

PS & E estimate.

Type Code Y008 (under contract)		
Roadway (Sta. 197+00 to Sta. 177+50)		
Roadway	All Required	$144,061.00
Type Code Y031 (under contract)		
Traffic Signals (Sta. 197+00 to Sta. 177+50)		
Traffic Signals	All Required	$832,668.00
Type Code Y007		
Noise Control (Sta. 99+00)		
St. Anthony School Ventilation System	All Required	$ 30,000.00
	Subtotal	$ 30,000.00
	Engineering	4,350.00
	Total	$ 34,350.00

Length of Project - - - 0.00 Mi.

Retained in Program Status		
Permanent Signing	All Required	$ 1,500.00
Added Lane, Bull Mtn. Road	All Required	27,000.00

Summary of Funds (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$ 144,061	$122,451	$ 21,610
Traffic Signal	832,668	707,767	124,901
Noise Control	34,350	29,197	5,153
Subtotal	$1,011,079	$859,415	$151,664
Reserve	64,921	55,185	9,736
Total	$1,076,000	$914,600	$161,400

Oregon State Highway Division
Salem, Oregon, March 18, 1980

Federal Aid Project
No. IX-9-3(8)

Group 1 - 90%
Contract No. 9050
Prefix 34-1968
Prefix 34-1039

Group 1 - 100%
Contract No.
Prefix 34-1968
Prefix 34-10

Oregon State Highway Division
Salem, Oregon, March 18, 1980

Federal Aid Project
No. IX-9-3(8)

Pacific Hwy. W. at Beef Bend Rd.
(Nonparticipating Work) (Tualatin Fire District)
Contract No. 9059

Fire Pre-emption System, Complete	All Required (17%)	$ 14,450.00
Fire Pre-emption Testing	All Required (17%)	2,176.00
		$ 16,626.00

9059

STATE CO

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 384		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah & Washington
MODIFICATION NUMBER 1	3/10/80	Project Number IX-9-3(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18 ,19 79 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 950,000	$ 1,076,000
Federal funds	$ 807,500	$ 914,600
Other revisions		

This modification is made for the following reasons: To include the increased cost of the project.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of March ,1980 .

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form FR 2A (Rev. 10-78) Previous editions are obsolete

10717

G-File

Oregon State Highway Division
Salem, Oregon February 12, 1980

Federal Aid Project
No. IX-9-3(8)

N. Tigard Intchge.-S.W. Beef Bend Rd.(Tigard) Sec.
Pacific Highway West
Multnomah and Washington Counties

Revised Project Agreement Estimate

Type Code Y008
Roadway (Sta. 197+00 thru Eq.Sta. 204+99 = Sta. 5+33.40 to Sta. 177+50)

Temporary Protection and Direction of Traffic	All Required(90%)		$ 13,500.00
Temporary Signs	470 Sq.Ft.	8.00	3,760.00
Temporary Barricades	10 Each	135.00	1,350.00
Flagmen	800 Hour	25.00	20,000.00
Removal of Structures and Obstructions	All Required(95%)		9,500.00
General Excavation	340 Cu.Yd.	10.00	3,400.00
Coarse Aggregate Base	300 Cu.Yd.	14.00	4,200.00
3/4"-0 Aggregate Base	100 Cu.Yd.	17.00	1,700.00
Class "C" Asphalt Concrete	1,000 Ton	30.00	30,000.00
12-inch Sewer Pipe	40 Lin.Ft.	40.00	1,600.00
Concrete Inlets, Type CG-1	4 Each	515.00	2,060.00
Concrete Walks	45 Sq.Yd.	22.00	990.00
Concrete Driveways	25 Sq.Yd.	25.00	625.00
Sidewalk Ramps	32 Each	285.00	9,120.00
Concrete Curbs	700 Lin.Ft.	6.50	4,550.00
Concrete Islands	50 Cu.Yd.	220.00	11,000.00
Extra for Asphalt Walks	50 Sq.Yd.	6.00	300.00
Adjusting Inlets	2 Each	300.00	600.00
			$118,255.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 9,000.00
On the Job Trainee (1 at $800)	All Required	800.00
		$ 9,800.00
	Subtotal	$128,055.00
	Engineering	16,006.00
	Total	$144,061.00

Type Code Y031
Traffic Signal (Sta. 197+00 to Sta. 177+50)

Traffic Signal Installation, Complete (93%)	All Required	$669,000.00
Fire Pre-Emption System, Complete (83%)	All Required	70,550.00
	Subtotal	$740,150.00
	Engineering (Sig.Cont.Testing 93%)	14,182.00
	Engineering (Fire Pre-emp.Testing 83%)	10,624.00
	Engineering	67,712.00
	Total	$832,668.00

Length of Project - - - - 0.00 mi.

Retained in Program Status

Permanent Signing	All Required	$ 1,500.00
Added Lane, Bull Mtn. Road	All Required	27,000.00

- SUMMARY OF FUNDS (85%) -

Description	Total Cost	Federal Funds	City Funds
Roadway	$ 144,061	$ 122,451	$ 21,610
Traffic Signal	832,668	707,767	124,901
Total	$ 976,729	$ 830,218	$ 146,511
Reserve	99,271	84,382	14,889
Total	$1,076,000	$ 914,600	$ 161,400

Group 1 90%
Contract No. 9059
Prefix 34-1968
Prefix 34-1039

Pacific Hwy. W. at Beef Bend Rd.
(Nonparticipating Work) (Tualatin Fire District)

Fire Pre-emption System, Complete	All Required(17%)	$ 14,450.00
Fire Pre-emption testing	All Required(17%)	2,176.00
		$ 16,626.00

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
MONTHLY TRANSACTION NO. 12-128	FEDERAL-AID PROJECT AGREEMENT	State Oregon County Multnomah & Washington Project No. IX-9-3(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99W, Jct. US I-5 to Beef Bend Rd. (Tigard)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-24-79	0.0
OTHER *(Specify)*		

FUNDS 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 950,000.00	$ 807,500.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]
Assistant State Highway Engineer
(Title)

xx By For H. S. Coulter
State Highway Engineer
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)
For G. L. Green

Date executed by Division Administrator DEC 18 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 30, 1979

Federal Aid Project
No. IX-9-3(8)

N. Tigard Intchge.-S.W. Beef Bend Rd. (Tigard) Sec.
Pacific Highway West
Multnomah and Washington Counties

Project Agreement Estimate.

Type Code Y008
Roadway (Sta. 197+00 thru Eq. Sta. 204+99 = Sta. 5+33.40 to Sta. 177+50)

Temporary Protection and Direction of Traffic	All Required (90%)		$ 13,500.00
Temporary Signs	470 Sq.Ft.	8.00	3,760.00
Temporary Barricades	10 Each	135.00	1,350.00
Flagmen	800 Hour	25.00	20,000.00
Removal of Structures and Obstructions	All Required (95%)		9,500.00
General Excavation	340 Cu.Yd.	10.00	3,400.00
Coarse Aggregate Base	300 Cu.Yd.	14.00	4,200.00
3/4" - 0 Aggregate Base	100 Cu.Yd.	17.00	1,700.00
Class "C" Asphalt Concrete	1,000 Ton	30.00	30,000.00
12-inch Sewer Pipe	40 Lin.Ft.	40.00	1,600.00
Concrete Inlets, Type CG-1	4 Lin.Ft.	515.00	2,060.00
Concrete Walks	45 Sq.Yd.	22.00	990.00
Concrete Driveways	25 Sq.Yd.	25.00	625.00
Sidewalk Ramps	32 Each	285.00	9,120.00
Concrete Curbs	700 Lin.Ft.	6.50	4,550.00
Concrete Islands	50 Cu.Yd.	220.00	11,000.00
Extra for Asphalt Walks	50 Sq.Yd.	6.00	300.00
Adjusting Inlets	2 Each	300.00	600.00
			$118,255.00

Anticipated Items		
Permanent Pavement Striping	All Required	$ 9,000.00
On-the-Job Trainee (1 @ $800)	All Required	800.00
		$ 9,800.00
	Subtotal	$128,055.00
	Engineering	12,065.00
	Total	$140,120.00

Oregon State Highway Division
Salem, Oregon, November 30, 1979

Federal Aid Project
No. IX-9-3(8)

Type Code Y031
Traffic Signal (Sta. 197+00 to Sta. 177+50)

Traffic Signal Installation, Complete	All Required (93%)	$669,600.00
Fire Pre-emption System, Complete	All Required (83%)	70,550.00
	Subtotal	$740,150.00
	Engineering (Sig. Cont. Testing 93%)	14,182.00
	Engineering (Fire Pre-emp. Testing 83%)	10,624.00
	Engineering	44,924.00
	Total	$809,880.00

Length of Project - 0.00 Mi.

Retained in Program Status		
Permanent Signing	All Required	$ 1,500.00
Added Lane, Bull Mtn. Road	All Required	27,000.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$140,120	$119,102	$ 21,018
Traffic Signal	809,880	688,398	121,482
Total	$950,000	$807,500	$142,500

Group 1 90%
Contract No. 9059
Prefix: 34-1968
Frefix: 34-1039

Oregon State Highway Division
Salem, Oregon, November 30, 1979

Federal Aid Project
No. IX-9-3(8)

Pacific Hwy. W. at Beef Bend Rd.
(Nonparticipating Work) (Tualatin Fire District)

Fire Pre-emption System, Complete	All Required (17%)	$ 14,450.00
Fire Pre-emption Testing	All Required (17%)	2,176.00
		$ 16,626.00

9059

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

October 22, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Project No. IX-9-3(8) 9059
N. Tigard Interchange-S.W. Beef Bend Rd. Sec.
Washington County

I request your approval of a minor program change on the subject project to reduce the estimated total cost and federal funds, which release will be used to fund the proposed construction on Project No. IX-9-3(9) on which bids are to be received on November 19, 1981. Control = 9409

Approval of this request will involve a decrease of $71,545 in total cost and $60,813 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	Appn Code	%
Present	$1,060,755	$901,637	823	85%
Previous	1,132,300	964,450	823	85%
Difference	$ 71,545	$ 60,813	823	

Enclosed are copies of a revised project agreement estimate and modification of project agreement for the project.

CL:bkc
Attachments

cc: R. Bothman
J. Rose
Judy Smith
G. Zehner
General Files

Form 734-3122

Oregon State Highway Division
Salem, Oregon October 21, 1981

Federal Aid Project
No. IX-9-3(8)

N. Tigard Interchange-S.W. Beef Bend Rd. (Tigard) Sec.
Pacific Hwy. West in Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway (Sta. 197+00 to Sta. 177+50)(Contract 9050)

Total same as previous estimate of March 18, 1980 $144,061.00

Type Code Y031
Traffic Signals (Sta. 197+00 to Sta. 177+50)(Contract 9050)

Total same as previous estimate of March 18, 1980 $832,668.00

Type Code Y007
Noise Control (Sta. 99+00)(Contract 9128)

Total same as previous estimate of March 18, 1980 $ 22,998.00

Length of Project ---------- 0.00 mile

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$ 144,061.00	$122,451.00	$ 21,610.00
Traffic Signals	832,668.00	707,767.00	124,901.00
Noise Control	22,998.00	19,548.00	3,450.00
SUBTOTAL	$ 999,727.00	$849,766.00	$149,961.00
Reserve	61,028.00	51,871.00	9,157.00
TOTAL	$1,060,755.00	$901,637.00	$159,118.00

Group 1-90%; Group 2-10%; Group 9-0%; Group 1-100%
Contract No. 9050 Contract No. 9128
Prefix: 34-1039 Prefix: 34-1043

10-29-81

a

9059

9-10-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9189	Mt. Hood Hwy. @ SE 104th Ave. Multnomah County	August 10, 1981
Delta Construction Co. No. 8974	Prairie Rd.-Irving Rd. & Park Ave.-River Rd. Lane County	August 10, 1981
Douglas S. Coats, Inc. No. 9262	Deschutes River (Sheep) Bridge Deschutes County	August 10, 1981
Ross Bros. Construction, Inc. No. 9222	Thornton Lake Bridge Benton County	August 12, 1981
W. R. Grasle Co. No. 9059	N.Tigard Intchge.-SW Beef Bend Rd. (Tigard) Multnomah & Washington Counties	August 14, 1981
A.K. Lundmark & Son, Inc. No. 8978	Nehalem River (CCC) Bridge Tillamook County	September 1, 1981
F. E. Ward, Inc. No. 9238	Little Luckiamute River (Smith Rd.) Bridge Polk County	September 2, 1981
N.L. Prouty Excavating No. 9252	Dairy Creek O'Flow Culvert Washington County	September 3, 1981
Don Haisch Construction, Inc. No. 9212	M.P. 44.5 Marion County	September 4, 1981
Tice Electric Co. No. 9162	Hayden Island-NE Broadway St. (Portland) Multnomah County	September 4, 1981
Peter Kiewit Sons' Co. No. 9017	Yaquina Bay Bridge (Newport) Lincoln County	September 4, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9257	SE Harmony Rd. @ International Way Clackamas County	September 8, 1981
Auburn Construction Co. No. 9251	Soap Creek Bridge Polk County	September 10, 1981

September 10, 1981

C. T. Keasey
Asst. State Highway Engineer

9059

August 21, 1981

The American Insurance Company
121 S.W. Salmon Street
Suite 300
Portland, OR 97204

CON 5
#9059

Gentlemen:

On August 18, 1981, we wrote to you concerning release of final payment on Contract No. 9059 awarded to W. R. Grasle Co. for work on the N. Tigard Interchange-S.W. Boeckman Road Section of the Pacific Highway West in Multnomah and Washington Counties.

Final payment on this contract is $1,000 and the total contract amount is $991,840.42. No work was performed under force account.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

jaw
cc: W. R. Grasle Co.
437 N.W. 16th Avenue
Portland, OR 97209

Fred S. James & Co.
111 S.W. Columbia
Portland, OR 97201

bc: C. T. Kenney
Walt Hart
E. L. Hardt

9059

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

FISCAL YEAR

WARRANT NUMBER 10154

PAYEE	VOUCHER DATE	TOTAL AMOUNT
W R GRASLE CO 437 NW 16TH AVE PORTLAND OR ~~97209~~ 97208 PO Box 4123	8-18-81	$1,000.00

CONTRACT NO.	ESTIMATE NO.	APPROVED:
9059	11 FINAL	IV-7-3(8)8 TQF-9-3(7)

PERIOD COVERED: TC 9-24080

Designated Authority

FINAL OR PUST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, _____ (Name) CERTIFY THAT I AM _____ (Capacity)

FOR _____ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

_____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1020X (Rev. 9-78)

PAYMENT VOUCHER

STATE HIGHWAY DIVISION

(REV. 7-70)

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
WASHINGTON MULTNOMAH	9059	11	
HIGHWAY	FEDERAL AID PROJECT NO.		
PACIFIC HWY WEST	TQE 0093007 IX 0093008		
SECTION			
N TIGARD INTCH-SW BEEF BEND (TIGARD)			

	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AM
	1P TEMP PROT &	DIR TRAFFIC	LUMP SUM	15000.0000	90.000	13500.00	A 135
	2P TEMP PROT &	DIR TRAFFIC	LUMP SUM	15000.0000	10.000	1500.00	B 15
	1P TEMPORARY SIGNS		SQ FT	8.0000	238.000	1904.00	A 19
	2P TEMPORARY SIGNS		SQ FT	8.0000	71.000	568.00	B 5
	1P TEMPORARY BARRICADES		EACH	135.0000	12.000	1620.00	A 16
	2P TEMPORARY BARRICADES		EACH	135.0000	4.000	540.00	B 5
003	1P FLAGMEN		HOUR	25.0000	306.500	7662.50	A 76
004	2P FLAGMEN		HOUR	25.0000	68.500	1712.50	B 17
005	1P REM OF STRS &	OBSTR	LUMP SUM	10000.0000	95.000	9500.00	A 95
005	2P REM OF STRS &	OBSTR	LUMP SUM	10000.0000	5.000	500.00	B 5
006	1P GENERAL EXCAVATION		CU YD	10.0000	238.700	2387.00	A 23
006	2P GENERAL EXCAVATION		CU YD	10.0000	744.000	7440.00	B 74
007	1P COARSE AGGREGATE BASE	PA 1	CU YD	14.0000	360.800	5051.20	A 50
007	2P COARSE AGGREGATE BASE	PA 1	CU YD	14.0000	963.100	13483.40	B 134
008	1P 3/4"-0 AGGREGATE BASE		CU YD	17.0000	85.500	1453.50	A 14
008	2P 3/4"-0 AGGREGATE BASE		CU YD	17.0000	276.500	4700.50	B 47
009	1P CL C ASPHALT CONCR	PA 1 CONCR	TON	30.0000	1,110.260	33307.80	A 333
009	2P CL C ASPHALT CONCR		TON	30.0000	421.750	12652.50	B 126
011	1P 12-INCH SEWER PIPE	TYPE CG-1	LIN FT	40.0000	36.000	1440.00	A 14
012	1P CONCRETE INLETS		EACH	515.0000	3.000	1545.00	A 15
013	1P CONCRETE WALKS		SQ YD	22.0000	31.400	690.80	A 69
014	1P CONCRETE DRIVEWAYS		SQ YD	25.0000	30.900	772.50	A 77
015	1P SIDEWALK RAMPS		EACH	285.0000	27.000	7695.00	A 769
016	1P CONCRETE CURBS		LIN FT	6.5000	727.500	4728.75	A 472
017	1P CONCRETE ISLANDS	PA 1 WALKS	CU YD	220.0000	23.070	5075.40	A 507
018	1P EXTRA FOR ASPHALT		SQ YD	6.0000	28.500	171.00	A 17
020	1P ADJUSTING INLETS		EACH	300.0000	6.000	1800.00	A 18
021	1P TRAF SIG INSTALLATION	COMPL	LUMP SUM	720000.0000	93.000	669600.00	C 669
021	2P TRAF SIG INSTALLATION	COMPL	LUMP SUM	720000.0000	7.000	50400.00	B 5
022	1P FIRE PRE-EMPT SYSTEM	COMPL	LUMP SUM	85000.0000	83.000	70550.00	C 705
022	2N FIRE PRE-EMPT SYSTEM	COMPL	LUMP SUM	85000.0000	17.000	14450.00	N 144

TOTAL CONTRACT ITEMS	A. 100304.45
% RETAINED ON CONTRACT ITEMS	B. 93,496.90
FORCE ACCOUNT	C. 740,150.00
TOTAL PAYMENTS	N 14450.00

DATE 08 17 81 PG. 01 9059

PREVIOUS VOUCHER NO.

CHECKED BY:

ENGINEER OR AUDITOR

MENT VOUCHER

GHWAY DIVISION

COUNTY: WASHINGTON MULTNOMAH

CONTRACT NO.: 9059

ESTIMATE NO.: 11

HIGHWAY: PACIFIC HWY WEST

FEDERAL AID PROJECT NO.: TQR 0093007
IX 0093008

PREFIX NO'S.:

SECTION: N TIGARD INTCH-SW BEEF BEND (TIGARD)

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT	PRESENT AMOUNT
T &	DIR TRAFFIC	LUMP SUM	15000.0000	90.000	13500.00		13500.00	
T &	DIR TRAFFIC	LUMP SUM	15000.0000	10.000	1500.00		1500.00	
Y SIGNS		SQ FT	8.0000	238.000	1904.00		1904.00	
Y SIGNS		SQ FT	8.0000	71.000	568.00		568.00	
Y BARRICADES		EACH	135.0000	12.000	1620.00		1620.00	
Y BARRICADES		EACH	135.0000	4.000	540.00		540.00	
		HOUR	25.0000	306.500	7662.50		7662.50	
		HOUR	25.0000	68.500	1712.50		1712.50	
TRS &	OBSTR	LUMP SUM	10000.0000	95.000	9500.00		9500.00	
TRS &	OBSTR	LUMP SUM	10000.0000	5.000	500.00		500.00	
EXCAVATION		CU YD	10.0000	238.700	2387.00		2387.00	
EXCAVATION		CU YD	10.0000	744.000	7440.00		7440.00	
GGREGATE BASE	PA 1	CU YD	14.0000	360.800	5051.20		5051.20	
GGREGATE BASE		CU YD	14.0000	963.100	13483.40		13483.40	
GGREGATE BASE	PA 1	CU YD	17.0000	85.500	1453.50		1453.50	
GGREGATE BASE		CU YD	17.0000	276.500	4700.50		4700.50	
HALT CONCR	PA 1	TON	30.0000	1,110.260	33307.80		33307.80	
HALT CONCR	CONCR	TON	30.0000	421.750	12652.50		12652.50	
SEWER PIPE		LIN FT	40.0000	36.000	1440.00		1440.00	
E INLETS	TYPE CG-1	EACH	515.0000	3.000	1545.00		1545.00	
E WALKS		SQ YD	22.0000	31.400	690.80		690.80	
E DRIVEWAYS		SQ YD	25.0000	30.900	772.50		772.50	
K RAMPS		EACH	285.0000	27.000	7695.00		7695.00	
E CURBS		LIN FT	6.5000	727.500	4728.75		4728.75	
E ISLANDS	PA 1	CU YD	220.0000	23.070	5075.40		5075.40	
OR ASPHALT	WALKS	SQ YD	6.0000	28.500	171.00		171.00	
NG INLETS		EACH	300.0000	6.000	1800.00		1800.00	
G INSTALLATION	COMPL	LUMP SUM	720000.0000	93.000	669600.00	C	669600.00	
G INSTALLATION	COMPL	LUMP SUM	720000.0000	7.000	50400.00	B	50400.00	
E-EMPT SYSTEM	COMPL	LUMP SUM	85000.0000	83.000	70550.00	E	70550.00	
E-EMPT SYSTEM	COMPL	LUMP SUM	85000.0000	17.000	14450.00	N	14450.00	

TOTAL CONTRACT ITEMS	A. 100,304.45	
% RETAINED ON CONTRACT ITEMS	B. 93,496.90	
FORCE ACCOUNT	C. 740,150.00	
TOTAL PAYMENTS	N. 14450.00	

PG. 01 9059

PAYMENT VOUCHER

STATE HIGHWAY DIVISION

REV. 7-78

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	9059	11	
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AM
	PRICE AGREEMENT ITEMS						
	1P CONCRETE MANHOLE		EACH	1780.0000	1.000	1780.00	A 178
3	1P TYPE G-2MA INLET		EACH	710.0000	1.000	710.00	7
04	1P 18" SEWER PIPE		LIN FT	48.0000	23.000	1104.00	11
105	1P ADDED TRAFFIC SIGNAL	WORK	LUMP SUM	4100.0000	100.000	4100.00	41
0201	1P ON-THE-JOB TRAINEES	94001	HOUR	.8000	882.000	705.60	7
	ADD FIRE-PRE-EMPT EQUIP	SFO 1	LUMP SUM	11525.0000	100.000	11525.00	115
30401	1P MASTER CONTROLLER REV		LUMP SUM	8110.0000	100.000	8110.00	81
30601	1P ADDITIONAL CABLE &	CONDUIT	LUMP SUM	18585.0000	93.000	17284.05	172
30601	2P ADDITIONAL CABLE &	CONDUIT	LUMP SUM	18585.0000	7.000	1300.95 B	13
30701	1P TRAFFIC SIG REVISIONS		LUMP SUM	2179.0000	93.000	2026.47 B	20
30701	2P TRAFFIC SIG REVISIONS		LUMP SUM	2179.0000	7.000	152.53 B	1
30801	1P CONTROLLER CABINET	REVISIONS	LUMP SUM	718.0000	100.000	718.00 C	7
30901	1P CREDIT FOR SIGNAL	DELETION	LUMP SUM	17628.5300-	100.000	17628.53- C	176
31001	1P REVISE FIRE PRE-EMPT	DETECT LOC	LUMP SUM	1250.0000	83.000	1037.50 C	10
31001	2N REVISE FIRE PRE-EMPT	DETECT LOC	LUMP SUM	1250.0000	17.000	212.50 A	2
31101	1N SOFTWARE REVISIONS		LUMP SUM	8050.0000	17.000	1368.50	13
31101	1P SOFTWARE REVISIONS		LUMP SUM	8050.0000	83.000	6681.50 C	66
31201	1P TRAFFIC SIGNAL WIRING	REVISIONS	LUMP SUM	2251.0000	93.000	2093.43 C	20
31201	2P TRAFFIC SIGNAL WIRING	REVISIONS	LUMP SUM	2251.0000	7.000	157.57 B	1

Type Code "Project" Type Code "P" Construction Cost "N" Const Cost Total

TQF-9-3(7)	Y031	95107.95	$27,556.00	$991,840.42
II-9-3(8)	Y008	134,098.10		
II-9-3(8)	Y031	735,078.37		
		$964,284.42		

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE	08 17 81 PG. 02	9059 "N" 13,106.00	TOTAL CONTRACT ITEMS	991840.42	991
PREVIOUS VOUCHER NO.	48822	A. 33,793.65	% RETAINED ON CONTRACT ITEMS	———	1,000.00
CHECKED BY:	DG/DT	B. 1,611.05	FORCE ACCOUNT		
ENGINEER OR AUDITOR	E L HARDT	C. 7098.10	TOTAL PAYMENTS	991,840.42	990,840

MENT VOUCHER

HIGHWAY DIVISION

COUNTY	CONTRACT NO. 9059	ESTIMATE NO. 11	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT	PRESENT AMOUNT
AGREEMENT ITEMS		EACH	1780.0000	1.000	1780.00	A	1780.00	
E MANHOLE		EACH	710.0000	1.000	710.00		710.00	
-2MA INLET		LIN FT	48.0000	23.000	1104.00		1104.00	
ER PIPE		LUMP SUM	4100.0000	100.000	4100.00		4100.00	
TRAFFIC SIGNAL	WORK	HOUR	.8000	882.000	705.60		705.60	
JOB TRAINEES	94001	LUMP SUM	11525.0000	100.000	11525.00		11525.00	
RE-PRE-EMPT EQUIP	SFO 1	LUMP SUM	8110.0000	100.000	8110.00		8110.00	
CONTROLLER REV		LUMP SUM	18585.0000	93.000	17284.05		17284.05	
ONAL CABLE &	CONDUIT	LUMP SUM	18585.0000	7.000	1300.95	B	1300.95	
ONAL CABLE &	CONDUIT	LUMP SUM	2179.0000	93.000	2026.47		2026.47	
SIG REVISIONS		LUMP SUM	2179.0000	7.000	152.53	B	152.53	
SIG REVISIONS		LUMP SUM	718.0000	100.000	718.00	C	718.00	
LER CABINET	REVISIONS	LUMP SUM	17628.5300-	100.000	17628.53-	C	17628.53-	
FOR SIGNAL	DELETION	LUMP SUM	1250.0000	83.000	1037.50	C	1037.50	
FIRE PRE-EMPT	DETECT LOC	LUMP SUM	1250.0000	17.000	212.50	A	212.50	
FIRE PRE-EMPT	DETECT LOC	LUMP SUM	8050.0000	17.000	1368.50		1368.50	
RE REVISIONS		LUMP SUM	8050.0000	83.000	6681.50	C	6681.50	
RE REVISIONS		LUMP SUM	2251.0000	93.000	2093.43	C	2093.43	
C SIGNAL WIRING	REVISIONS	LUMP SUM	2251.0000	7.000	157.57	B	157.57	
C SIGNAL WIRING	REVISIONS							

J" Type Code "P" Con. Admin Cost "N" Const Cost Total

7) Y031 95107.93 $27,556.00 $991,840.42

8) Y008 134,098 10

8) Y031 735,078.37

$964,284.42

GROSS RETAINAGE				
TREASURER DEPOSIT				
* NET RETAINAGE				
TOTAL CONTRACT ITEMS		991840.42	991840.42	
% RETAINED ON CONTRACT ITEMS		———	1,000.00	1,000.00
FORCE ACCOUNT				
TOTAL PAYMENTS		991,840.42	990,840.42	1,000.00

PG. 02 9059 "N" 13,106.00

48822 A. 33,793.65

DG/DT B. 1,611.05

C. 7098.10

E. J. HARDT

#9059

L.

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: H. S. Coulter
State Highway Engineer

DATE: May 20, 1981

FROM: L. E. George
Traffic Engineer

NOTED
H. S. COULTER

SUBJECT: TSM Project
North Tigard Interchange-Beef Bend Road
Pacific Highway West
City of Tigard

During the preparation of this project, a "blanket" type agreement was signed between the State and the City of Tigard. This agreement did not list the specific intersections that would be involved in the project but did state that the City would pay all power costs upon completion of the work.

As a result, this agreement in certain instances is in conflict with the 1971 Policy Agreement between the League of Oregon Cities and the State, wherein the City is to pay power costs for intersections that are composed of State highways. These are:

1. The Beaverton-Tigard Highway northbound and southbound ramps at Pacific Highway West.

2. The Beaverton-Tualatin Highway (Hall Boulevard) at Pacific Highway West.

In addition to the above, we believe that power costs for four other intersections should remain, as in the past, the responsibility of others rather than the City. These include the Drive-In Theatre access paid by the State; the intersection of S.W. 64th Avenue paid by Multnomah County; the Fred Meyer access paid by the company and the Beef Bend Road intersection paid by Washington County.

These changes have been discussed with and have the concurrence of Region 1.

With your approval, we will have a supplemental agreement prepared that will clarify these power responsibilities.

RECEIVED
STATE HWY ENGR
MAY 22 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

L. E. George
Traffic Engineer

BET:ds

cc: E. L. Hardt
D. E. Swan
W. W. Geibel

cy 5-28-81
OK

9059

FAI-X

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: E. L. Hardt
Region 1 Engineer

ATTN:
Marion Craft

DATE: May 11, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Signal Agreements
North Tigard Interchange-Beef Bend Road
Pacific Highway West
Contract No. 9059

Subsequent to receiving your letter of April 27, 1981, we have reviewed our files concerning the responsibilities for payment of power costs on the subject project and the other locations that were included.

According to Agreement No. 6396, dated May 25, 1979, the City is to pay power costs for all signals in the subject project, except Beef Bend Road. The reason for this exception is that construction programming of the Beef Bend Road project had been started prior to or during the early stages of the TSM planning. At that time, it was to be a separate independent project and an agreement (No. 6344, dated November 6, 1978) has been consumated with Washington County. Later, the construction itself was added to the TSM project. This was for construction only and did not alter the agreement with the County.

The signal installation at Royalty Parkway was a separate contract, even though it was connected to the system. Since it was constructed separately, an agreement was made between the State and King City. This is Agreement No. 7299, dated October 29, 1980, wherein the City is to pay power costs for this signal.

The original installation of the Durham Road signal was during 1973. It was added to a "crash" overlay project through Tigard, and because of the time frame involved, no agreement for power was negotiated. The State, therefore, is paying for the power.

As there are valid agreements covering all of the signals mentioned in your letter, except Durham Road, we feel that they should remain in full force and effect and that the agencies that are responsible for power costs as set forth in these agreements should assume that responsibility.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

BET:ds

cc: W. W. Geibel
M. C. Holmes
R. T. Judson

G M

April 29, 1981

TRA 7-6

The Honorable Jim Simmons
State Senator
Room S-302, State Capitol
Salem, OR 97310

Dear Senator Simmons:

Recently our Traffic Engineer, Mr. L. E. George, discussed with you the operation of the traffic signal system on ORE99W in Tigard.

During the discussion, you were promised further information on the system when it became available. As was indicated to you, there were some equipment failures shortly after the system was turned on. Those failures have been corrected and all equipment is now operating as specified.

The new system uses extremely complex equipment of a type that is new to our personnel. Timing adjustments that were necessary consisted of work that required observations of traffic over an extended period of time. The system is designed to move large volumes of through traffic on ORE99W with a minimum of stopping. It will not move traffic entering from the side streets as efficiently until those vehicles have progressed through a portion of the system on the highway. Some stops may result for these types of vehicles.

I am enclosing a copy of a traffic study that was done to see what effect the system had on travel times through the area. Even though five new signals were added at locations not desirable for smooth traffic progression through the system, the new equipment did reduce travel time through the area.

Your comments on the ability of one vehicle to take the green light from several vehicles on the highway at the south end of the system has not yet been corrected. It is necessary to replace some loop vehicle detectors in the pavement surface. The electrical crews have not been able to complete this work.

The timing for one vehicle passage moving on the left turn from Hall Boulevard onto ORE99W toward Portland was checked last week. The amount of green time allowed one vehicle appeared correct. The Region Traffic Engineer from Milwaukie will monitor this timing to be sure that there is not some kind of intermittent problem that might not have been seen on one observation.

The raised island on Durham Road is under the jurisdiction of the City and was installed as a requirement by the City as part of the shopping center development. The general appearance of the island and the needed island curb painting have been discussed with the City. Maintenance work of a type that you mentioned should be initiated by the City, if possible.

We thank you for bringing these several items to our attention. Monitoring and adjustment of the computerized signal system in Tigard will be done on a continuing basis to take care of changes in traffic as they occur.

Sincerely,

H. S. Coulter
State Highway Engineer

Enc.

cc Raeldon R. Barker, City Manager
City of Tigard

bc R. N. Bothman
L. E. George
E. L. Hardt
Marion Craft

LEG:ds 1b

REPORT ON TRAVEL TIME STUDIES
TSM SIGNAL PROJECT
CITY OF TIGARD
PACIFIC HIGHWAY WEST
I-5 TO BEEF BEND ROAD SECTION

April, 1981

The Transportation Systems Management project on Pacific Highway West, ORE 99W, through the City of Tigard from I-5 to Beef Bend Road (3.4 miles), included several additional traffic signals with interconnect and certain improvements in traffic capacity at intersections. There were additional traffic signals installed at 69th Avenue, northbound off-ramp ORE 217, Walnut Street, Park Avenue, and Beef Bend Road. The existing traffic signals at 64th Avenue, Fred Meyer, theater access, southbound off-ramp ORE 217, Hall Blvd., Greenburg Road, Johnson Road, McDonald Street, and Bull Mountain Road were provided with improved hardware and controllers. All of these traffic signals were interconnected to allow a computerized master controller tc provide inbound, outbound, and average traffic progression potential as well as independent operation. Separated side street approach signal phases were provided at Hall Blvd., Greenburg Road, Johnson Road, and Walnut Street for safety improvement. Some highway capacity improvements were made by widening through the Hall Blvd. Greenburg Road section.

The expected project benefits as set forth in the report by thc Transportation Analysis Unit of the Metro Branch of ODOT were:

1. Reduced travel time
2. Reduced number of stops
3. Reduced speed variations over project's length
4. Reduced rear-end accident potential resulting from Items 2 and 3 above
5. Improved local access through additional traffic signals and more efficient vehicle spacing.

6. Increased capacity at Hall Blvd. and Greenburg Road intersections.

This report will deal with benefits Number 1, 2, and 3 since this is the type of information that is revealed by a travel time study. The traffic signal system was turned on in late 1980 so reported accident records are not available for study.

The new traffic signal system can operate using the master controller or independent operation. The master controller is capable of operating the system completely traffic responsive to provide for directional or average progression. When operating on a completely traffic responsive basis, traffic volume and vehicle lane occupancy data are used to determine signal cycle length and directional traffic progression and when signals will operate independent. The master controller can also be programmed with set timing plans by time of day, which can give these same modes of operation. A combination traffic responsive and time clock set plans were selected for operation. The existing posted speed on the highway through the entire section is 40MPH. The vehicle progressive timing between signalized intersections is set close to 35MPH.

The following is a list of the programming of the master and the plans by time of day that it calls for:

6:45 A.M. Monday through Friday - Traffic Responsive - Inbound

8:30 A.M. Monday through Friday - 120 Second - Average

11:00 A.M. Monday through Friday - 140 Second - Average

3:25 P.M. Monday through Thursday - Traffic Responsive - Outbound

3:00 P.M. Friday - Traffic Responsive - Outbound

6:00 P.M. Monday through Friday - 120 Second - Average

7:00 P.M. Monday through Friday - Off System

11:00 A.M. to 5:00 P.M. Saturday - 120 Second - Average

4:00 P.M. to 9:30 P.M. Sunday - 120 Second Average

Under the before conditions there was a pretimed or non-computerized interconnect signal system which included signals from Fred Meyer through Johnson Road. This system had a 90 second cycle for average progression during the day and a 110 second cycle for progression inbound mornings and outbound evenings. All other existing signals at that time were independent. With these conditions in effect travel time runs were made for weekday traffic conditions. These travel time runs are compared with the before conditions in the tables and diagrams.

SUMMARY
Average Travel Times

Northbound or Inbound Traffic 1/

Time Period	Before	After	Change
7:00 to 8:00 A.M.	7 Min. 48 Sec.	7 Min. 38 Sec.	-10 Sec.
4:00 to 6:00 P.M.	8 Min. 7 Sec.	7 Min. 59 Sec.	- 8 Sec.
10:00 A.M. to 3:00 P.M.	7 Min. 14 Sec.	6 Min. 40 Sec.	-34 Sec.

Southbound or Outbound Traffic

Time Period	Before	After	Change
7:00 to 8:00 A.M.	7 Min. 16 Sec.	6 Min. 47 Sec.	-29 Sec.
4:00 to 6:00 P.M.	8 Min. 12 Sec.	7 Min. 17 Sec.	-55 Sec.
10:00 A.M. to 3:00 P.M.	7 Min. 32 Sec.	6 Min. 1 Sec.	-1 Min. 31 Sec.

1/ Reference is to Portland

SUMMARY
Average Speeds

Northbound or Inbound Traffic

Time Period	Before	After	Change
7:00 to 8:00 A.M.	26.15 MPH	26.72 MPH	+0.57 MPH
4:00 to 6:00 P.M.	25.13 MPH	25.55 MPH	+0.42 MPH
10:00 A.M. to 3:00 P.M.	28.20 MPH	30.60 MPH	+2.4 MPH

Southbound or Outbound Traffic

Time Period	Before	After	Change
7:00 to 8:00 A.M.	28.07 MPH	30.07 MPH	+2.0 MPH
4:00 to 6:00 P.M.	24.88 MPH	28.01 MPH	+3.13 MPH
10:00 A.M. to 3:00 P.M.	27.08 MPH	33.91 MPH	+6.83 MPH

A quote from the Transportation Analysis Unit, Metro Branch, report indicated that the following expectations might be derived from the signal project. "These improvements in conjunction with the proposed signal interconnection should reduce overall southbound travel time by about 1 minute per vehicle, resulting in approximately 3 to 4 MPH increase in average vehicle speed." ...."Travel time reduction in general for northbound vehicles will not be significant."

It would appear that the data from the travel time runs show that these anticipated benefits for through highway traffic have been met or exceeded.

RONALD W. FAILMEZGER
Region Traffic Engineer

TRAVEL TIME STUDY

Pacific Highway West

City of Tigard

TIME

11'00"
30"
10'00"
30"
9'00"
30"
8'00"
30"
7'00"
30"
6'00"
30"
5'00"
30"
4'00"
30"
3'00"
30"
2'00"
30"
1'00"
0'30"
0'00"

11'00"
10'00"
9'00"
8'00"
7'00"
6'00"
5'00"
4'00"
3'00"
2'00"
1'00"

0' 2' 4' 6' DISTANCE (feet) 14' 16' 17,952' = 3.4

W. 64th Ave.
W. 69th Ave.
Fred Meyers
Drive Inn
RE 217
Hall Blvd.
Greenburg Road
Main St.
Main St.
Johnson Rd.
Walnut St.
Grant St.
McDonald St.
Hall Mt. Rd.
Reef Bend Road
Pacific

TRAVEL TIME STUDY

Pacific Highway West

City of Tigard

11'00"
10'00" — A.M. Peak BEFORE
Average Travel Time
7:00a.m. to 8:00a.m.
11 Runs Outbound
11 Runs Inbound
9'00"
8'00"
7'00"
6'00" - - - A.M. Peak AFTER
Average Travel Time
7:00a.m. to 8:00a.m.
6 Runs Outbound
5 Runs Inbound
5'00"
4'00"
3'00"
2'00"
1'00"

2' 4' 6' DISTANCE (feet) 14' 16' 17,952' = 3.40 Miles

Pacific Hwy. West
US 99W

Main St.
Main St.
Shiloson Rd.
Valiant St.
rnett St.
nk St.
McDonald St.
ull Mt. Rd.
Beef Bend Road
RE 217
all Blvd.
reenburg oad
Drive Inn
red Meyers

TRAVEL TIME STUDY

Pacific Highway West — City of Tigard

11'00"
30"
10'00"
30"
9'00"
30"
8'00"
30"
7'00"
30"
6'00"
30"
5'00"
30"
4'00"
30"
3'00"
30"
2'00"
30"
1'00"
0'30"
0'00"

11'00"
10'00" — P.
9'00"
8'00"
7'00"
6'00" — P.
5'00"
4'00"
3'00"
2'00"
1'00"

0' 2' 4' 6' DISTANCE (feet) 14' 16' 17,952' = 3.40

S.W. 64th Ave.
S.W. 69th Ave.
Fred Meyers
Drive Inn
RE 217
Hall Blvd
Greenburg Road
Main St.
Main St.
Johnson Rd.
Walnut St.
Burnett St.
Park St.
McDonald St.
Pull Mt. Rd.
Beef Bend Road
Pacific
US 9

TRAVEL TIME STUDY

Pacific Highway West — City of Tigard

11'00"
10'00" — P.M. Peak BEFORE
Average Travel Time
4:30 p.m. to 6:00 p.m.
10 Runs Outbound
10 Runs Inbound
9'00"
8'00"
7'00"
6'00" --- P.M. Peak AFTER
Average Travel Time
4:30 p.m. to 6:00 p.m.
11 Runs Outbound
11 Runs Inbound
5'00"
4'00"
3'00"
2'00"
1'00"

4' 6' DISTANCE (feet) 14' 16' 17,952' = 3.40 Miles

Red Lion Inn
Drive Inn
RE 217
Hall Blvd.
Greenburg Road
Main St.
Main St.
Johnson Rd.
Walnut St.
Burnett St.
Park St.
McDonald St.
Pull Mt. Rd.
Beef Bend Road
Pacific Hwy. West
US 99W

TRAVEL TIME STUDY

Pacific Highway West — City of Tigard

11'00"
30"
10'00"
30"
9'00"
30"
8'00"
30"
7'00"
30"
6'00"
30"
5'00"
30"
4'00"
30"
3'00"
30"
2'00"
30"
1'00"
0'30"
0'00"

0' 2' 4' 6' DISTANCE (feet) 14' 16' 17,952' = 3.40

W. 64th Ave. | W. 69th Ave. | Fred Meyer | Drive Inn | I-E 217 | Hall Blvd. | Greenburg | Main St. | Main St. | Johnson Rd. | Walnut St. | Greenburg St. | Hall Blvd. | Hall Mt. Rd. | Reef Bend Road | Pacific Hwy US 99

TRAVEL TIME STUDY

Pacific Highway West

City of Tigard

11'00"
10'00"
9'00"
8'00"
7'00"
6'00"
5'00"
4'00"
3'00"
2'00"
1'00"

— Off Peak BEFORE Average Travel Time
10:00 A.M. to 3:00 P.M.
7 Runs Outbound
7 Runs Inbound

---- Off Peak AFTER Average Travel Time
10:00 a.m. to 3:00 p.m.
6 Runs Outbound
5 Runs Inbound

2' 4' 6' DISTANCE (feet) 14' 16' 17,952' = 3.40 Miles

Pacific Hwy. West
US 99W

Main St.
Main St.
McDonald St.
Reef Bend Road

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

"AS CONSTRUCTED"
PLANS FOR PROPOSED PROJECT

GRADING, PAVING & SIGNALS

W.E. HOFFMAN RES. ENGR.

GARD INTCHGE.-S.W. BEEF BEND RD. (TIGARD)

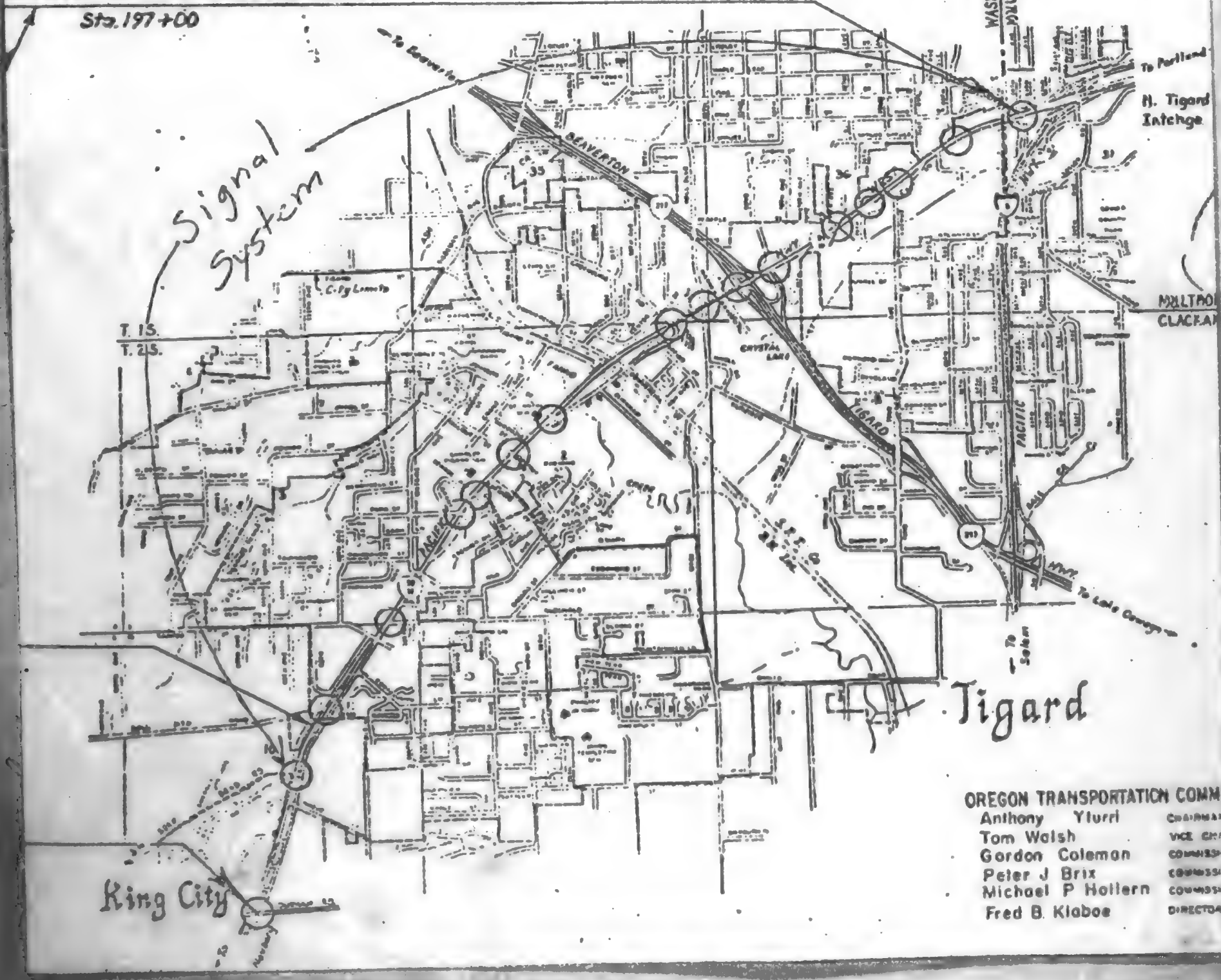
PACIFIC HIGHWAY WEST

MULTNOMAH & WASHINGTON COUNTIES

NOVEMBER, 1979

NNING OF CONSTRUCTION

Sta. 197+00



Signal System

54th

OREGON TRANSPORTATION COMM

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHA
Gordon Coleman	COMMISSIO
Peter J Brix	COMMISSIO
Michael P Hollern	COMMISSIO
Fred B. Klaboe	DIRECTOR

SUPPLEMENTAL REPORT
TRAVEL TIME STUDIES
TSM SIGNAL PROJECT
CITY OF TIGARD
PACIFIC HIGHWAY WEST
I-5 TO BEEF BEND ROAD SECTION
April 1981

A malfunction in the Tigard signal system has resulted in placing all the signals in a non-interconnected mode. In other words, they were working independent from one another. The previous report was a study of travel times when the system was interconnected and provided certain progressive traffic plans during the day. The malfunction of the system has given an opportunity to make travel time runs when the system is non-interconnected, even during the major peak periods. This information will give data to determine if all or parts of the system can be on free operation during a greater period of the day.

Included in this report are travel time runs made when the system was functioning during the A.M., P.M., and off-peak periods compared to when it was operating non-interconnected during the same periods. The following is a comparison of these travel times and speeds:

SUMMARY
Average Travel Times

Northbound or Inbound Traffic 1/

Time Period	On System	Off-System	Change
7:00 to 8:00 A.M.	7 Min 38 Sec.	7 Min. 11 Sec.	-27 Sec.
4:00 to 6:00 P.M.	7 Min. 59 Sec.	8 Min. 4 Sec.	+5 Sec.
10:00 A.M. to 3:00 P.M.	6 Min. 40 Sec.	7 Min. 38 Sec.	+58 Sec.

1/ Reference is to Portland

Southbound or Outbound Traffic

Time Period	On System	Off-System	Change
7:00 to 8:00 A.M.	6 Min. 47 Sec.	6 Min. 57 Sec.	+10 Sec.
4:00 to 6:00 P.M.	7 Min. 17 Sec.	9 Min. 11 Sec.	+1 Min. 54 Sec.
10:00 A.M. to 3:00 P.M.	6 Min. 1 Sec.	7 Min. 39 Sec.	+1 Min. 38 Sec.

SUMMARY
Average Speeds

Northbound or Inbound Traffic

Time Period	On System	Off System	Change
7:00 to 8:00 A.M.	26.72 MPH	28.39 MPH	+1.67 MPH
4:00 to 6:00 P.M.	25.55 MPH	25.28 MPH	-0.27 MPH
10:00 A.M. to 3:00 P.M.	30.60 MPH	26.72 MPH	-3.88 MPH

Southbound or Outbound Traffic

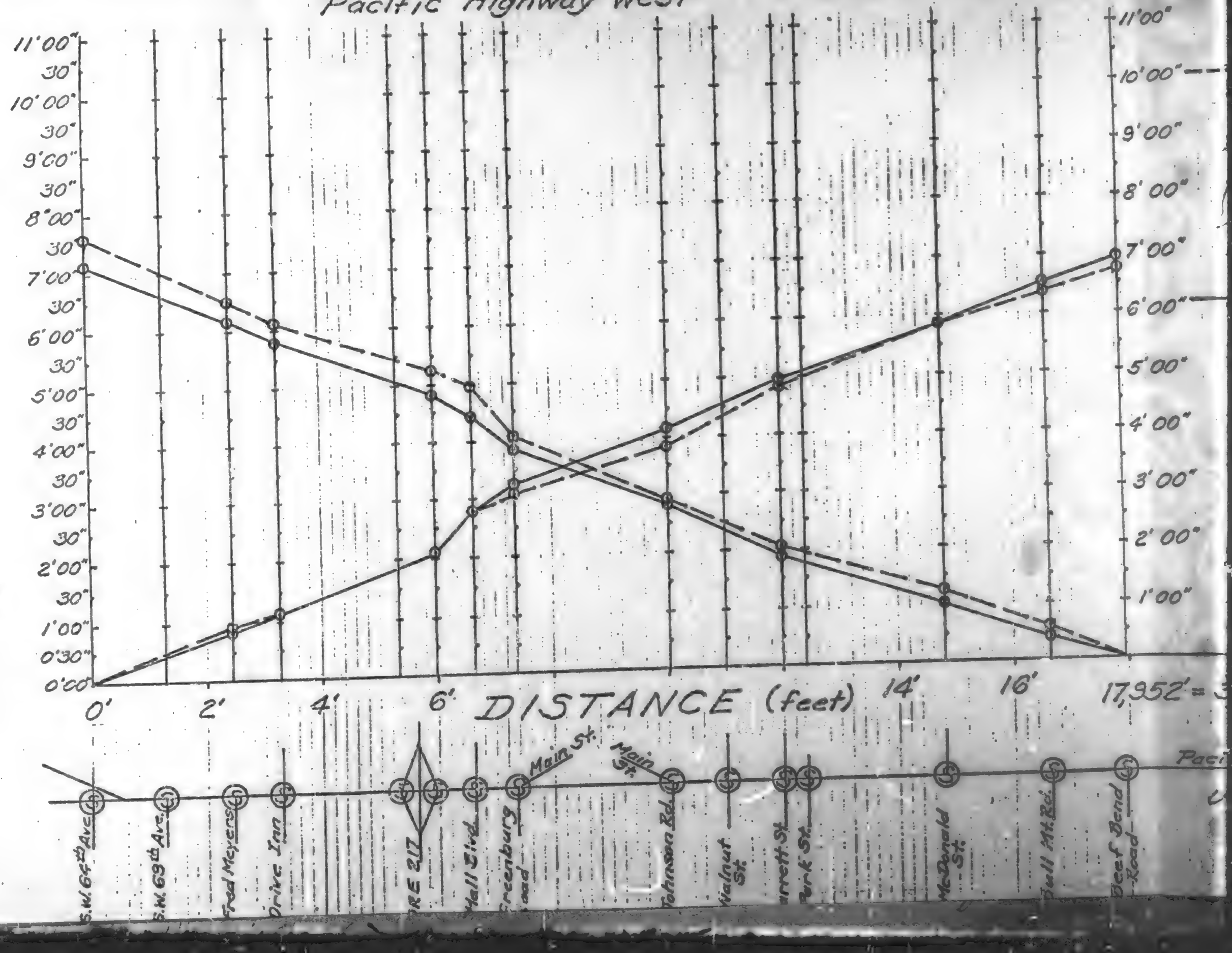
Time Period	On System	Off System	Change
7:00 to 8:00 A.M.	30.07 MPH	29.35 MPH	-0.72
4:00 to 6:00 P.M.	28.01 MPH	22.21 MPH	-5.8 MPH
10:00 A.M. to 3:00 P.M.	33.91 MPH	26.67 MPH	-7.24 MPH

RONALD W. FAILMEZGER
Region Traffic Engineer

TRAVEL TIME STUDY

Pacific Highway West

City of Tigard



TRAVEL TIME STUDY

Pacific Highway West — City of Tigard

11'00"
10'00" — A.M. Peak On Syste
Average Travel Time
9'00" 7:00a.m. to 8:00a.m
6 Runs Outbound
8'00" 5 Runs Inbound
7'00"
6'00" — A.M. Peak Off Syste
Average Travel Time
5'00" 7:00 a.m. to 8:00a.m.
5 Runs Outbound
4'00" 6 Runs Inbound
3'00"
2'00"
1'00"

2' 4' 6' DISTANCE (feet) 14' 16' 17,952' = 3.40 Miles

Fred Meyers
Drive Inn
RE 217
Hall Blvd.
Greenburg Road
Main St.
Main St.
Johnson Rd.
Walnut St.
Garrett St.
Park St.
McDonald St.
Bull Mt. Rd.
Beef Bend Road
Pacific Hwy. West
US 99W

TRAVEL TIME STUDY

Pacific Highway West

City of Tigard

TIME

11'00"
30"
10'00"
30"
9'00"
30"
8'00"
30"
7'00"
30"
6'00"
30"
5'00"
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4'00"
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30"
1'00"
0'30"
0'00"

11'00"
10'00"
9'00"
8'00"
7'00"
6'00"
5'00"
4'00"
3'00"
2'00"
1'00"

0' 2' 4' 6' DISTANCE (feet) 14' 16' 17,952' = 3

S.W. 64th Ave.
S.W. 69th Ave.
Fred Meyers
Drive Inn
RE 217
Hall Blvd.
Greenburg Road
Main St.
Main St.
Johnson Rd.
Walnut St.
Burnett St.
Park St.
McDonald St.
Bull Mt. Rd.
Beef Bend Road
Pacific

TRAVEL TIME STUDY

Pacific Highway West — City of Tigard

11'00"
10'00" — P.M. Peak On Syste
Average Travel Time
4:00p.m. to 6:00p.m
11 Runs Outbound
11 Runs Inbound
9'00"
8'00"
7'00"
6'00" — P.M. Peak Off Syste
Average Travel Time
4:00p.m. to 6:00p.m
10 Runs Outbound
10 Runs Inbound
5'00"
4'00"
3'00"
2'00"
1'00"

2' 4' 6' DISTANCE (feet) 14' 16' 17,952' = 3.40 Miles

Fred Meyers
Drive Inn
RE 217
Hall Blvd.
Greenburg Road
Main St.
Main St.
Johnson Rd.
Walnut St.
Park St.
McDonald St.
Bull Mt. Rd.
Beef Bend Road
Pacific Hwy. West
US 99W

TRAVEL TIME STUDY

Pacific Highway West

City of Tigard

TIME

11'00"
30"
10'00"
30"
9'00"
30"
8'00"
30"
7'00"
30"
6'00"
30"
5'00"
30"
4'00"
30"
3'00"
30"
2'00"
30"
1'00"
0'30"
0'00"

0' 2' 4' 6' DISTANCE (feet) 14' 16' 17,952' = 3.4

S.W. 64th Ave.
S.W. 69th Ave.
Fred Meyers
Drive Inn
I-5 217
Hall Blvd.
Greenburg Road
Main St.
Main St.
Johnson Rd.
Walnut St.
Linnett St.
Park St.
McDonald St.
Bull Mt. Rd.
Beef Bend Road
Pacific
US

TRAVEL TIME STUDY

Pacific Highway West

City of Tigard

11'00"
10'00" ---Off Peak On Syste
Average Travel Time
9'00" 10:00a.m. to 3:00p.m
8'00" 6 Runs Outbound
5 Runs Inbound
7'00"
6'00" —— Off Peak Off Syste
Average Travel Time
5'00" 10:00a.m. to 3:00p.m
8 Runs Outbound
4'00" 8 Runs Inbound
3'00"
2'00"
1'00"

2' 4' 6' DISTANCE (feet) 14' 16' 17,952' = 3.40 Miles

Fred Meyers
Drive Inn
RE 217
Hall Blvd.
Greenburg Road
Main St.
Main St.
Johnson Rd.
Walnut St.
Linnett St.
Park St.
McDonald St.
Hull Mt. Rd.
Beef Bend Road
Pacific Hwy. West
US 99W

March 3, 1981

The Honorable Jim Simmons
State Senator
Room S-302, State Capitol
Salem, OR 97310

Dear Senator Simmons:

The following is in response to your February 11 letter concerning traffic matters in the Tigard area.

An investigation of the traffic situation at the intersection of Durham Road and Upper Boones Ferry Road was recently conducted by our Region 1 office at the request of the Washington County Traffic Safety Commission. Included was a study of past reported accidents at the site, which showed for the period January 1, 1976 through August 31, 1980 four reported accidents.

In talking to city officials, it was found that they were pursuing a local improvement district project. In conjunction with a commercial office development in the Southwest 72nd Avenue-Boones Ferry Road area, full traffic signalization of tnis intersection is planned, along with road improvements on Boones Ferry Road. The city expects the work to be completed in 1982. The Transportation Commission would have to approve the signalization work, but this appears to be the solution for handling traffic in this area.

The center concrete island referred to on Durham Road, near Pacific Highway West, was installed as part of the roadway improvements for the Summerfield commercial center. Durham Road is a county road within the city of Tigard. The maintenance of this raised concrete island would either be that of the city or county. Mr. Frank Curry, Director of Public Works for Tigard, was questioned concerning this, and said he would see that the matter was taken care of.

Your final item concerned the traffic signal system recently installed on Pacific Highway West through Tigard. The city advanced this project, and matched federal funding for it. It was the city's desire to provide better and safer accesses to and from Pacific Highway West, and to provide better traffic flow through the city. The project added five traffic signals at 69th Avenue, southbound off-ramp from Highway 217, Southwest Walnut Street, Southwest Park Street, and Southwest Beef Bend Road. All the other existing traffic signals were

replaced by new traffic control equipment which provided an interconnect between the signals to permit coordinated traffic flow on the highway. The safety of many of the locations was improved by providing additional signals for protected movements for side street traffic.

The purpose of interconnecting all 14 traffic signals on the system is to be able to program timing so that a motorist can move through the system without stopping. The system in Tigard is adjusted to favor the inbound traffic flow in the morning, and the reverse flow in the afternoon. This means that the traffic in the opposite direction during these periods is not ideal because of the bias for the greater volume of traffic. During the non-peak hours, the system is adjusted to provide good progression away from Hall Boulevard, which is considered the center of Tigard.

The spacing of the 14 traffic signals on the system is such that it it not possible to have good progression in all directions, so it was decided that the best solution would be to provide good progression away from town.

Tigard's is a very complex system, involving techniques and equipment new to the industry and to traffic engineering. The Highway Division is learning from it, and is currently in the process of adding equipment which will make it possible for traffic south of the main part of the city to enter the highway more quickly.

Division traffic engineers are still making adjustments, but this requires many hours of on-site observations which is time consuming. The engineers would be most happy to receive any specific observations you might have concerning the system. The person most familiar with the situation is Region Traffic Engineer Ron Fallmezger, phone 653-3100.

I hope this information clarifies the traffic signal system in Tigard for you, but if you have any further questions, please call me or Mr. Fallmezger.

Sincerely,

H. S. Coulter
State Highway Engineer

ELH:cp HSC:lb

bc E. L. Hardt
R. P. Hamilton

JIM SIMMONS
WASHINGTON COUNTY
DISTRICT 4

REPLY TO ADDRESS INDICATED:
☒ Senate Chamber
Salem, Oregon 97310
☐ 12160 SW. Par 4 Drive
Tigard, Oregon 97223

COMMITTEES
Vice-Chairperson:
Business and Consumer Affairs
Member:
Agriculture/Natural Resources
Elections
Local Government/
Urban Affairs/Housing

Assistant Minority Leader

OREGON STATE SENATE
SALEM, OREGON
97310

February 11, 1981

Mr. H. S. Coulter
State Highway Engineer
Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

During recent meetings and correspondence with my constituents in Washington County, several recurring concerns have been expressed to me regarding specific traffic problems in Washington County which I would like to pass on to you and request that you investigate them and respond to my office with a plan of action.

There has been a great deal of concern about the need for a three-way stop at the intersection of Boones Ferry Road and Durham Road. A number of people report that the current intersection is confusing and dangerous.

Another safety issue is the center concrete island at Durham and Pacific Highway. People have difficulty seeing this structure at night or in the rain, and have suggested that the entire curbing be painted white or yellow and the weeds be eliminated, so that it could be more easily seen.

The final issue is the traffic signals in the Tigard area. I have had more people cite the inability of this new and expensive system as the reason they do not support any additional highway funding. From a personal point of view, one who drives through Tigard on a regular basis, it seems to me that the new traffic system in Tigard along Pacific Highway is one of the worst engineering projects I have ever seen.

I hope your office can look at these areas of concern, and I would appreciate a response to my office so I can inform my constituents of what is being done to correct these problems.

Sincerely,

Jim Simmons
State Senator
District #4

JS:fd

RECEIVED
STATE HWY ENGR
FEB 13 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

#7059

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
TQF-9-3(7) & IX-9-3(8)

2. STATE PROJECT NO.
See below

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90011 & 90185

2A. COUNTY NAME
Multnomah
Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
3/3/81

8. FEDERAL ROUTE NUMBER
Primary 9

9. STATE ROUTE NUMBER
Primary 1W

10. GENERAL LOCATION:
North Tigard Interchange - SW Beef Bend Road (Tigard)

11. GENERAL DESCRIPTION OF WORK
Provide and install thru-function time clocks in signal controller at eight locations

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

This will confirm the advance authorization date of 3/3/81, as requested in Mr. Keasey's letter of 3/5/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for TEC NTE $3,200 Federal Funds $2,720.

RECEIVED
STATE HWY ENG
MAR 19 '81
REFER TO
Hastings
FOR

Orig. to 3-20-81

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/12/81	R K Hassen	Assistant Division Administrator

FORM FR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1059

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Tigard Intchge.- S.W. Beef Bend Rd.	WEEK ENDING: 21 February 1981	
	SECTION PREFIX: 034-1039	
HIGHWAY: Pacific Hwy. W.	COUNTY: Wash./Mult.	
NAME OF JOB	KIND OF WORK: Grading, Paving and Signals	
CONTRACTOR: W.R. Grasle Co.	CONTRACT NUMBER: 9059	FEDERAL AID PROJECT NUMBER: TQF-9-3(7) & IX-9-3(8)
DATE OF CONTRACT: 7/21/79	DATE WORK STARTED: 3/13/80	ESTIMATED COMPLETION DATE: 9/24/80
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 280	CALENDAR DAYS USED: 279
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $1,161,084.38	ENGINEERING AUTHORIZATION: $82,566.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $1,078,518.38	ENGINEERING COST TO DATE: $40,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $967,939.18	PERCENT OF AUTHORIZATION: 48 %	DATE PROJECT WAS COMPLETED: 9/24/80
ESTIMATED PERCENT: [redacted] UNDERRUN: 10 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Rain	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Rain	0		
THURSDAY	Rain	0		
FRIDAY	Cloudy	0		
SATURDAY		0		

RECEIVED
FEB 23 1981
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES

HE WEEK

	Activity
SUNDAY	
MONDAY	NA
TUESDAY	NA
WEDNESDAY	NA
THURSDAY	NA
FRIDAY	NA
SATURDAY	NA

REMARKS

Office work on Semi-Final

SIGNED Wm. Schultz & Co LOCATION Portland
W.E. Hoffman Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

#9059 1-28-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
TQF-9-3(7) & IX-9-3(8)

STATE PROJECT NO.
See below

FROM:
E. J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
90011 & 90185

COUNTY NAME
Multnomah & Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 3 '81
REFER TO
Mochung
FOR
Init. | Engr. | R/D | D/R | Rel. | Asst. | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
10/24/79	1/12/81	Primary 9
		STATE ROUTE NUMBER: Primary 1W

GENERAL LOCATION:
North Tigard Interchange - SW Beef Bend Road

GENERAL DESCRIPTION OF WORK:
Remove abandoned left turn traffic signal trip pads and patch area with asphaltic concrete.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 1/12/81, as requested in Mr. Keasey's letter of 1/14/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for TEC NTE $1,050 Federal Funds $925.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/28/81	D. K. Hansen	for Acting Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

U.S. GOVERNMENT PRINTING OFFICE: 1975-631-859

9059

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION 1-19-71

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

PAID BY

ADDRESS
Capitol Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 2-24-76
TO 4-3-81

☐ OTHER PROGRESS PAYS

☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IR-2-3(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 2,000.22	$ 2,954.22	95.8%	$ 2,534.72	$ 2,534.72	$ 0.00
204,877.97	163,424.62	95.8%	98,738.32	98,738.32	0.00
467.65	467.65	95.8%	401.24	401.24	0.00
$207,999.84	$166,846.49	95.8%	$ 91,674.28	$ 91,674.28	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 4/19/81

PASSED FOR PAYMENT
V.E. Sheets, Controller DATE

REMARKS

34-1968

ID

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N. Tigard Interchange-Beef Bend Road Section Washington County					
	Preliminary Engineering					
	Type Code P.E.					
	City of Tigard	All Required			$ 467.65	
	State	All Required			106,378.84	
	Total Participating Costs				$106,846.49	
	Nonparticipating Items					
	Preliminary Engineering-State	All Required			1,153.35	
	Total Project Costs				$107,999.84	
	Prepared based on Purticipating Costs as shown on Federal Billing as of 1/22/81.					

AMOUNT CARRIED FORWARD . . .

GPO 944 892

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
N BASIN AV-PACIFIC HWY	CONT NO		FA PROJ NOS X10 926002 100					STATE
	426	1939	598	00 N 1	16,615.57CR	16,615.57CR	16,615.57CR	
	426	1939	903	00 P 1		16,615.57	16,615.57	
			TOT	P1		16,615.57	16,615.57	
			TOT	N1	16,615.57CR	16,615.57CR	16,615.57CR	
			** JOB TOTALS **		16,615.57CR**	**	**	
POWELL BUTTE-MT SCOTT-TRANS S	CONT NO		FA PROJ NOS XI 000021 100					STATE
	426	1940	598	00 N 1	5,640.87CR	5,640.87CR	5,640.87CR	
	426	1940	903	00 P 1	5,640.87	5,640.87	5,640.87	
			TOT	P1	5,640.87	5,640.87	5,640.87	
			TOT	N1	5,640.87CR	5,640.87CR	5,640.87CR	
			** JOB TOTALS **		**	**	**	
00164900000063081	CONT NO		FA PROJ NOS SRS 00S025 100					STATE
	430	1901	598	00 N 9			2,883.44CR	
	430	1901	903	00 P 1			2,883.44	
			TOT	P1			2,883.44	
			TOT	N9			2,883.44CR	
			** JOB TOTALS **		**	**	**	
E MAIN ST-CORNELL RD	CONT NO		FA PROJ NOS X10 022006 100					STATE
	434	1901	598	00 N 1	7,330.26CR	7,330.26CR	7,330.26CR	
	434	1901	903	00 P 1		7,330.26	7,330.26	
			TOT	P1		7,330.26	7,330.26	
			TOT	N1	7,330.26CR	7,330.26CR	7,330.26CR	
			** JOB TOTALS **		7,330.26CR**	**	**	
00164900000063081	CONT NO		FA PROJ NOS XI 903004 100					STATE
	434	1973	598	00 N 9			401.24CR	
	434	1973	903	00 P 1			401.24	
			TOT	P1			401.24	
			TOT	N9			401.24CR	
			** JOB TOTALS **		**	**	**	
CARPOOL DEMO PROJ #2	CONT NO		FA PROJ NOS M 000005 100					STATE
	437	1901	598	00 N 1		6,103.53CR		
	437	1901	598	00 N 9		6,103.53	70,980.45CR	
	437	1901	903	00 P 1			70,980.45	
			TOT	P1			70,980.45	
			TOT	N1		6,103.53CR		
			TOT	N9		6,103.53	70,980.45CR	
			** JOB TOTALS **		**	**	**	

TOTAL TO DATE JOB COST SUMMARY — JUNE 1981 — PAGE 658

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
0016490000063081 CONT NO 0000	FA PROJ NOS XI	903004 100				10,160.00	STATE
034 1968	295	00	N 9	Tr. City			
034 1968	296	00	N 9	" St.	69.97CR	98,898.32CR	
034 1968	298	00	N 9	" Fed	69.97	88,738.32	
034 1968	901	00	P 1	Proj. Mgr.		36,583.26	
034 1968	901	00	N 1	" "	23.19	807.36	
034 1968	902	00	P 1	Cit Inv.		5,032.31	
034 1968	902	00	N 1	" "		351.96	
034 1968	905	00	P 1	Fin. Dec.	75.48	6,620.12	
034 1968	906	00	P 1	Br "		3,339.67	
034 1968	907	00	P 1	Pre. "		394.80	
034 1968	909	00	P 1	R/W Design		758.15	
034 1968	910	00	P 1	soils & Geo.		220.52	
034 1968	911	00	P 1	Signing		41,235.01	
034 1968	913	00	P 1	R/W Liais.		363.05	
034 1968	914	00	P 1	Uti "		881.71	
034 1968	916	00	P 1	Photo		102.00	
034 1968	920	00	P 1	Prog. Sec.		457.57	
034 1968	921	00	P 1	specs.		3,496.00	
034 1968	922	00	P 1	Adm. Serv.		64.99	
034 1968	923	00	P 1	Env. sec.		2,630.31	
034 1968	925	00	P 1	Air Monitor		403.62	
034 1968	950	00	P 1	Training		283.53	
034 1968	980	00	P 1	Hearing		58.00	
	TOT	P1			75.48	103,424.62	
	TOT	N1			23.19	1,159.32	
	** JOB TOTALS **		**		98.67 **	104,583.94 **	
0016490000063081 CONT NO	FA PROJ NOS TQH	228001 100					STATE
034 1969	296	00	N 9		70.96CR	3,931.96CR	
034 1969	298	00	N 9		70.96	3,931.96	
034 1969	901	00	P 1			868.40	
034 1969	905	00	P 1		75.48CR	305.56	
034 1969	911	00	P 1			2,593.25	
034 1969	914	00	P 1			239.29	
034 1969	920	00	P 1			3.00	
034 1969	921	00	P 1			555.58	
034 1969	922	00	P 1			17.62	
	TOT	P1			75.48CR	4,582.70	
	** JOB TOTALS **		**		75.48CR **	4,582.70 **	
0016490000063081 CONT NO	FA PROJ NOS F	702002 100					STATE
034 1972	296	00	N 9			11,358.28CR	
034 1972	298	00	N 9			11,358.28	
034 1972	901	00	P 1			4,263.61	
034 1972	901	00	N 1			100.02	

TOTAL TO DATE JOB COST SUMMARY — JUNE 1981 — PAGE 655

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
0016490000063081 CONT NO		FA PROJ NOS	MHS 030001 100					STATE
	034 1911	296	00 N 9				7,298.14CR	
	034 1911	298	00 N 9				7,298.14	
	034 1911	901	00 P 1				2,859.55	
	034 1911	901	00 N 1				27.48	
	034 1911	905	00 P 1				34.72	
	034 1911	905	00 N 1				3.10	
	034 1911	911	00 P 1				3,939.16	
	034 1911	914	00 P 1				238.14	
	034 1911	918	00 P 1				6.98	
	034 1911	920	00 P 1				21.41	
	034 1911	921	00 P 1				1,009.08	
		TOT	P1				8,109.04	
		TOT	N1				30.58	
		** JOB TOTALS **			**	**	8,139.62	**
0016490000063081 CONT NO 0000		FA PROJ NOS	XI 903004 100					STATE
	034 1913	296	00 N 9	Tr. St.		534.72CR	2,534.72CR	
	034 1913	298	00 N 9	" Fed.		534.72	2,534.72	
	034 1913	901	00 P 1	Proj Mgr.			57.53	
	034 1913	902	00 P 1	Citizens Involve.			45.97	
	034 1913	905	00 P 1	Fin. Des.			52.80	
	034 1913	906	00 P 1	Br. Des.			2,792.92	
		TOT	P1				2,954.22	
		** JOB TOTALS **			**	**	2,954.22	**
2BEAVERTON HY INTERCHANGE	CONT NO	FA PROJ NOS	XI 702005 100					STATE
	034 1917	296	00 N 9		7,277.05CR	80,941.97CR	113,790.48CR	
	034 1917	298	00 N 9		7,277.05	80,941.97	113,790.48	
	034 1917	901	00 P 1		1,247.53	21,952.99	26,593.66	
	034 1917	901	00 N 1		387.39	490.39	490.39	
	034 1917	902	00 P 1		473.88	3,651.14	4,879.41	
	034 1917	903	00 P 1			4.80	4.80	
	034 1917	905	00 P 1			49.08	49.08	
	034 1917	907	00 P 1		11.62	18,724.01	40,368.03	
	034 1917	910	00 P 1		6.19	609.30	609.30	
	034 1917	911	00 P 1		3.09	6,968.59	13,596.79	
	034 1917	913	00 P 1		26.42	1,947.00	2,520.64	
	034 1917	914	00 P 1				109.84	
	034 1917	916	00 P 1			235.78	4,877.97	
	034 1917	918	00 P 1			64.56	64.56	
	034 1917	920	00 P 1				14.35	
	034 1917	922	00 P 1			13.12	13.12	
	034 1917	923	00 P 1		2,956.77	30,264.55	35,086.97	
	034 1917	923	00 N 1			281.00	281.00	
	034 1917	925	00 P 1				138.00	

PREFIX GRP FED AID PROJ FL	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
103-1964 1# XI -0078-001				85.80				
103-1964 5 XI -0078-001	729,222.00	906,237.74	894,800.78	85.80	767,739.07	729,222.00	38,517.07 B	
PROJ TOTALS	729,222.00	906,237.74	894,800.78		767,739.07	729,222.00	38,517.07	
103-2529 1 XI -0078-003	2975,000.00	1149,456.71	1147,939.36	85.00	975,748.46	935,451.10		40,297.36
134-1946 1# XI -0079-004				85.80				
>134-1946 5 XI -0079-004	143,800.00	169,909.89	167,588.24	85.80	143,790.71	143,140.61		650.10
PROJ TOTALS	143,800.00	169,909.89	167,588.24		143,790.71	143,140.61		650.10
134-1037 1 XI -0079-006	5767,283.00	5263,691.62	5258,100.14	88.15	4635,015.27	4625,548.10		9,467.17
>034-1910 1 XI -0318-014	55,770.00	28,296.19	25,468.22	85.80	21,851.73	21,869.05		17.32CR
>026-1906 1 XI -0323-029	350,000.00	408,542.17	407,600.17	85.80	349,720.95	349,720.95		
>026-1959 1 XI -0323-029	1465,000.00	1732,202.18	1705,900.55	85.80	1463,662.67	1463,662.67		
>426-1912 1 XI -0323-029	1525,270.00	1474,404.11	1476,452.83	100.00	1476,452.83	1476,452.83		
PROJ TOTALS	3340,270.00	3615,148.46	3589,953.55		3289,836.45	3289,836.45		
034-1913 1# XI -0903-004	2,534.72	2,954.22	2,954.22	85.80	2,534.72	2,534.72		
034-1968 1# XI -0903-004	88,738.32	104,583.94	103,424.62	85.80	88,738.32	88,738.32		
>434-1973 1# XI -0903-004	401.24	401.24	401.24	100.00	401.24	401.24		
PROJ TOTALS	91,674.28	107,939.40	106,780.08		91,674.28	91,674.28		
>034-1039 1 XI -0903-008	914,600.00	976,822.64	938,826.51	85.00	798,002.53	795,911.99		2,090.54
034-1043 1 XI -0903-008	47,850.00	22,890.60	22,872.96	85.00	19,442.02	19,381.39		60.63
PROJ TOTALS	962,450.00	999,713.24	961,699.47		817,444.55	815,293.38		2,151.17
324-1941 1 XI -1525-001	363,700.00	399,962.65	399,962.65	85.77	343,042.96	342,239.96		308.00
024-1967 1 XI -1560-004	100.00	14.07	14.07	85.00	11.96	11.96		
324-1971 1 XI -1560-004	1100,000.00	67,066.24	67,050.24	85.00	56,992.70	56,550.25		442.45
>424-1906 1 XI -1560-004	89,900.00	85,186.32	85,186.32	100.00	85,186.32	85,186.32		
PROJ TOTALS	1190,000.00	152,266.63	152,250.63		142,190.98	141,748.53		342.45
024-1966 1 XI -1620-002	155,000.00	13,308.14	13,301.52	85.00	11,306.29	11,248.94		57.35
>424-1905 1 XI -1620-002	72,800.00	64,846.13	64,846.13	100.00	64,846.13	64,846.13		
PROJ TOTALS	227,800.00	78,154.27	78,147.65		76,152.42	76,095.07		57.35
324-1942 1 XI -1635-002	20,000.00	18,330.62	18,330.62	85.80	15,727.67	15,722.39		5.28
>424-1903 1 XI -1635-002	121,525.00	79,753.28	79,753.28	100.00	79,753.28	79,753.28		
PROJ TOTALS	141,525.00	98,083.90	98,083.90		95,480.95	95,475.67		5.28

9059

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 1

~~P.O. BOX 3215 PORTLAND, OREGON 97208~~ PHONE 653-3090
9002 SE McLoughlin Blvd., Milwaukie, OR 97222

NOTED
H. S. COULTER

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
OCT 6 - '80
REF
F
Info | Lmks | R/D | Sig | Sign | Utils

October 2, 1980

Paul J. Rask
201 King City Plaza Bldg.
16405 SW 116th Ave.
King City, OR 97223

Dear Mr. Rask:

Your recent letter asks several questions concerning the traffic signal system on highway ORE 99W through Tigard. I think possibly some of the questions can be best answered by a little historical background. The signal project from SW 64th Avenue to Beef Bend Road calls for the additional signalization at 5 locations and the revision of all existing traffic signals with new traffic controllers. This is a total of 14 intersections. These intersections are provided with an interconnect and are to be coordinated by the use of a master controller. These traffic signals were operating independently until September 17 when they were interconnected and operating from the master controller. Some preliminary data were used in the system at that point. On September 24 there was some revision in the progression of the signals.

The system works on an outbound from Portland through Tigard preferential progression of traffic during the afternoon period, an inbound towards Portland preferential progression during the morning period, and most of the day it is on what we call an average condition, which tries to progress both directions. Due to the nature of the spacing of the traffic signals and the two-way traffic situation, we are unable to provide a positive progression both directions. Also, the intersections of Greenburg Road and Hall Blvd. on 99W are unable to handle all the traffic on the side streets as well as the highway during certain periods of the day.

There will be continued studies of traffic patterns to attempt to make improvements in the signal operation. I trust that you will be patient with us as we attempt to make these improvements in the traffic handling of this system.

Very truly yours,

Ronald W. ~~Failmezger~~
Region Traffic Engineer

cc: F. B. Klaboe
bc: H. S. Coulter
R. N. Bothman
L. E. George
E. L. Hardt
W. W. Geibel

LAW OFFICES OF
PAUL J. RASK
A PROFESSIONAL CORPORATION
POST OFFICE BOX 230029
201 KING CITY PLAZA BUILDING, 15405 SW 116TH AVENUE
KING CITY, OREGON 97223
(503) 620-7247

PAUL J. RASK
MARILYN SHAW

OE RE RME RCE BE
TE RECEIVED RSM
UE OCT - 1 1980 RSC
SO REGION I RBI
TO

24 September 1980

Mr. Fred B. Klaboe,
Director
State of Oregon - Department of Transportation
135 Transportation Building
Salem, OR 97310

Dear Mr. Klaboe:

Do you know that ever since the new traffic signals have been installed on Highway 99W - - between the I-5 cut off and King City - - there has been an intolerable, frustrating build-up of traffic?

Is the present timing sequence of the traffic signals permanent? Will we have to live with them indefinitely? Or will they be adjusted once additional traffic studies are made?

I would appreciate some assurances from your Department that this intolerable condition will be corrected within the near future.

May I hear from you at your earliest convenience?

Very truly yours,

PAUL J. RASK
For the firm

PJR:brt
cc: Al Deschenes
Mr. Wilbur Bishop, Sr.

RECEIVED
STATE HWY ENGR
SEP 25 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
SEP 25 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

4059

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-11-80

FEDERAL AID PROJECT NO.: TC 9-3(7) & IX-9-3(8)

STATE PROJECT NO.: See below

FROM: G. L. Green, Divison Administrator
FHWA - Oregon Divison

PROGRAM NO.:

ITEM NO.: 90011 & 90185

COUNTY NAME: Multnomah & Washington

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
SEP16'80
REFER TO
FOR
Fund | Inves | R/D | Grd | Sfc | Art | F/P

9-16 ok'd

DATE PSSE APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
10/24/79	5/22/80	Primary 9

STATE ROUTE NUMBER: Primary 1W

GENERAL LOCATION:

N. Tigard Interchange - SW Beef Bend Road (Tigard)

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9/5/80 this will confirm advance approval as of 5/22/80 to proceed with the actual adjustment of Metzger Water District fire hydrant relocation on an actual cost basis estimated to be $1,241.14 - F.F. $1,055. (No additional obligation of funds required) I approve the agreement with Metzger Water District.

Approval and Participation for the eligible portion of the Work Authorized above is subject to the Provisions of the Federal-aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9/11/80	G. K. Hansen	for Divison Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970—831-066

9059

ROW 18-4

September 5, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E.
Suite 100
Salem, OR 97301

ATTN: Wallace N. Bryant,
Area Engineer

Fire Hydrant Relocation
Metzger Water District
N. Tigard Interchange-S.W. Beef Bend Rd.
(Tigard) Section
Pacific Highway West
Washington County
Project No. TQF-9-3(7)
IX-9-3(8)

NOTED
E. S. HUNTER

Dear Mr. Bryant:

Here is a copy of an actual cost billing to adjust a Metzger Water District fire hydrant dated May 22, 1980, and a sketch showing the location of the hydrant.

A certification prepared by Ted Inloes as to the District's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore the District was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the billing submitted herewith and our letter confirming the State's intent to reimburse them for the cost of the hydrant relocation.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

RECEIVED
TECHNICAL SERVICES
SEP 8 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Plan | Agt | File

There will be no betterment derived from the adjustment of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization for Federal participation in the cost of the relocation work under the provisions of PPM 30-4 and 30-4.1 is requested. Cost to the State is $1,241.14.

Yours truly,

D. E. Swan
Operation Programming Engineer

JMC:csr
Encl.
cc: E. S. Hunter
Jack M. Cartwright
Ted Inloes

9059

May 1, 1980

DES 6

City of Tigard
City Hall
Tigard, Oregon 97223

Attn: Doris Hartig
City Recorder

Gentlemen:

On May 1, 1980 a satisfactory bid was received from Emkay Const., Inc., 12585 S.W. 2nd Street, Beaverton, Oregon 97005 for Noise Mitigation work on St. Anthony School, N. Tigard Interchange-Beef Bend Road Section. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$20,086.00
4 1/2% Contingencies	$ 903.87
10% Engineering	2,008.60
ESTIMATED TOTAL COST	$22,998.47

City's Advance Deposit:
15% of $22,998.47 = $3,449.77 or say $3,400.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 23, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

FFM:pf

bcc w/AD # 766: Jon Rose, Region N Federal Aid Engineer
Vern Skoog - Please return completed AD # 766 when check is received.

9059

IX-W

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-9-3(8)

STATE PROJECT NO.: See below

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division 4-22-80

PROGRAM NO.:

ITEM NO.: 90185

Copies to Hufford, Johnson, Kloetzli, Rose, Young

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4/15/80	Primary 9	Primary 1 W

GENERAL LOCATION:

North Tigard Interchange - Beef Bend Road (Tigard)

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program change
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 2/26/80 letter I approve the revised construction costs to a TEC of $1,132,300 - Federal participation limited to $962,450.

(Increase TEC $56,300 - F.F. $47,850 advice dated 4/15/80)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4/22/80	G. K. Hansen	for Division Administrator

FORM FR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-66) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970—831-006

9059

4-21-80

INTERSTATE TRANSFER FUNDS — UMTA APPROV'D 4/15/80

PROD. NO.	WORK	SECTION	FF	
IX-9605(4)	Const.	Oatfield Rd @ Aldercrest Dr.	14,280	Orig.
IX-24(22)	PE	SE 182nd Ave - Birdsdale Ave (Gresham)	153,340	"
IX-9-3(8)	Const.	N. Tigard Interchg - Beef Bend Rd (Tigard)	47,850	addl
IX-24(4)	PE	Ross Is Br - SE 52nd Ave (Portland)	29,472	"
IX-9605(5)	PE	Oatfield Rd. @ Lake Rd. (Milwaukie)	6,460	"
IX-9914(3)	PE	Clack. Hwy - SE 32nd Ave (Milwaukie)	3,655	"
IX-24(23)	R/W	SE 52nd Ave - SE 92nd Ave	1,500,000	orig
IX-9956(7)	Const	NE Col. Blvd Traf. Signals @ 3 Intersections	46,800	addl
IX-9956(8)	PE	NE Col. Blvd @ N. Portland Rd Ramps	55,250	orig
IX-0000(21)	PE	Powell Butte / Mt. Scott Transp. Study	29,750	"
IX-9326(4)	Const.	NE Sandy Blvd @ 50th Ave & 70th Ave.	72,250	"
			1,959,107	

Above information from
Glen Gray 4/21/80
JL Gaither

4/21/80
cc: Cliff Laux
J. Gaither
D. Ridings
G. Zahner
D.B. Swan

#1051

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-31-80

FEDERAL AID PROJECT NO.: X-9-3(4)

STATE PROJECT NO.: see below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 80110

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 3'80
REFER TO
FOR
Info | Invest | R/W | D/S | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3/31/80	Primary 9	Primary 1 N

GENERAL LOCATION:

North Tigard Interchange -- Beef Bend Road (Tigard)

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify) Program Change
See Below

REMARKS

As requested in Mr. Swan's letter of 2/20/80 I approve the revised Preliminary Engineering costs to a TEC of $109,500 with Federal participation limited to $93,950.

Preliminary Engineering charges for this increase of funds are limited to those charges necessary for noise mitigation measures at St. Anthony's School.

(Advice dated 3/20/80)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/31/80	S. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1972-484-888

9059

3-26-80

INTERSTATE TRANSFER FUNDS UMTA APPROVED 3/20/80

PROJ. NO.	WORK	SECTION	F.F.	
IX-78(1)	PE	Park Pl. - Clack. Community College	#436,722	Add'l
(*) IX-9234(5)	CONST	Scholls Hwy @ Allen Blvd	25,100	"
IX-9229(2)	PE	SW 65th Ave - Capitol Hwy (Portland)	13,325	"
IX-9965(4)	PE	SE Courtney Ave - SE Roethe Rd	10,205	"
IX-0000(20)	PE	NW Kittridge St - Stadium Fwy (Portland)	739,500	Orig.
IX-0000(19)	PE	Arterial St. Light Conversion Prog. (Part.)	67,150	"
IX-9-3(4)	PE	N. Tigard - Beef Bend Rd.	25,310	Add'l
(*) IX-0002(16)	CONST	Part. Traf. Signals @ 5 Loc.	191,250	Orig.

Above information from Glen Gray 3/24/80
J I Gaither

3-24-80

cc: Cliff Laux
J. Gaither
D. Ridings
G. Fahner
D.E. Swan

3-26-80 1:35 p.m.

Glen Gray says WASH. D.C. Has frozen all F.A. Funds. until further notice.

(*) these projects were authorized for obligation.

cc: Max Klotz

N

9059

IX W

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 26, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change & IX Fund Request
Item No. 90185
Project No. IX-9-3(8)
N. Tigard Intchge - Beef Bend Rd. (Tigard) Sec.
Washington County

I request your approval of a program change to add to the "Character of Proposed Work" the addition of a ventilation system to St. Anthony's School because of noise mitigation requirements.

I also request additional Interstate Substitution General Funds financing for a noise mitigation contract to accomplish the work as we intend to request PS&E authorization upon availability of funds. Approval of this request will involve additional estimated total cost of $56,300 and allotment of $47,850 in Federal funds.

A tabulation of the amounts involved are as follows:

REQUEST	TEC	FF	City
Present	$1,132,300	$962,450	$169,850
Previous	$1,076,000	$914,600	$161,400
Difference	$ 56,300	$ 47,350	$ 8,450

JLG:bke

cc: R.N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
[redacted]

N

Form 734-3122

#7059 1-30-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-9-3(8)

STATE PROJECT NO.
See below

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
90185

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 5'80
REFER TO
FOR

Info	Invest	R/W	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-20-79	1-30-80	Primary 9	Primary 1W

GENERAL LOCATION:
N. Tigard Interchange - Beef Bend Road (Tigard) Section

GENERAL DESCRIPTION OF WORK:
Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☑ OTHER (Specify) Program Change - See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-27-79 I approve the revised construction costs to a TEC of $1,076,000 with Federal participation limited to $914,600.

(Increase TEC $126,000 - FF $107,100 advice dated 1-25-80).

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-30-80	G. K. Brosnan	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-016

9059

Interstate transfer Funds approved 1-24-80

IX-9699(2) 99th & C Stark	Const.		$ 106,505 -
IX-99-3(8) N. Tigard - Beef Bend Rd.	Const.		107,100 -
IX-9926(1) Barnes Ave - Boring St.	Const.		19,300 -
X-000C(14) CBD Signals	Const.		771,500 -
IX-27-2(5) Beaverton/Tigard Hwy Interch.	P.E.		250,000 -
IX-9064(2) S.W. 185th Ave - Hall Blvd.	P.E.		19,300 -
IX-M-000C(15) Computer Control Expansion	Const.		13,477 -
IX-9207(2) S.W. Hall - Oak St.	Const.		110,115 -
			$ 1,487,297 -

Salem

IX-1705(3) Division St - Trade St.	Const		$ 1,360,500 -
IX-1705(4) Trade St @ High Interch.	P.E.		12,920 -
			$ 4,373,420 -

Total $ 5,860,717 -

Information over phone received from Glenn Gray by phone at approx 1:30 PM January 30, 1980.

C. Lamp

9059

1-W

STATE OF OREGON

INTEROFFICE MEMO

DATE: January 14, 1980

DES 23
BR 16436

TO: Mr. R. N. Bothman
Administrator - METRO
Attn. Ron Kleinschmit

FROM: Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT: St. Anthony School Sound Mitigation
N. Tigard Intch.-Beef Bend Road Sec.
Pacific Highway West (99W)
Washington County
Bridge 16436

Enclosed are three copies of the preliminary ventilation plan for St. Anthony School in Tigard. We are proceeding with the final design subject to approval of the preliminary design by the school authorities.

We intend to furnish 2400 cfm steam tempered air to the four classrooms facing on the Pacific Highway West. This system will provide five air changes an hour to the classrooms. The air will vary from 30% outside air to 95% outside air. The mechanical equipment will be mounted on the roof with duct work in the attic space. Manual controls will be provided in the school office.

We have not attempted any work on the windows of the classrooms such as sealing the windows closed or double glazing. We have, however, provided for additional reserve capacity of the fan unit for expansion.

The contract amount is expected to be $48,800 (project amount - $56,300) with a bid letting date in April 1980 for construction during summer recess.

GJB:dh
Enclosure

cc E. L. Hardt
J. H. Versteeg

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 15 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up 1/
Action

Discussed w/Tony George - - -
Do not need to seal, calk, etc - the windows but should provide some type of positive closure such as a lag bolt, screw bracket, etc to avoid casual window opening rather than adjusting the ventilation.
ADH. 1/18/80

Copies to B. Thomas & Hardt. ADH.
& Tony George

01-128-1307

9059

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310
RM 435 - 378-6232

1-11-80

FILE : CON

U.S. National Bank
Tigard Branch
PO Box 23308
Tigard OR 97223

Attention: Marge Helfrich

Re: City of Tigard Deposit
N Tigard Inch-SW Beef Bend Road

We hereby release our interest in TCD 14-00480458 for $129,500 in lieu of an advance deposit on this project.

It is our understanding that these funds, or a like amount, are to be invested by the City of Tigard in the local government investment pool with the State Treasury.

Vernon E. Skoog, Controller

by

James J. Kinns
Contract Accounting Supervisor

JJK:njc

cc: City of Tigard

bc: Fred Hildebrandt

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JAN 11 1980
REFERRED TO _____
FOR _____
FILE: ~~PM~~ FA LG.

Form 61-734-3122 (Rev. 7-77)

905

December 17, 1979

AGR 4-1

City of Tigard
City Hall
Tigard, OR 97223

Attention: Doris Hartig
City Recorder

trace
ENV 7

MISC. CONTRACTS and
AGREEMENTS No. 6396

copy
6928

Gentleman:

Attached for your files is a fully executed copy of an agreement covering noise mitigation work on St. Anthony School. This work will be performed as a part of the N. Tigard Interchange-Beef Bend Road Project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwall (agreement attached)

9059

UNITED STATES NATIONAL BANK OF OREGON

A Subsidiary of U.S. Bancorp

TIGARD BRANCH
12160 S.W. MAIN STREET
P.O. BOX 23308, TIGARD, OREGON 97223
HEAD OFFICE — PORTLAND

December 6, 1979

Fred Hildebrand
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Tigard TSM Project

Dear Mr. Hildebrand:

As a follow-up to our letter of December 5, 1979, regarding the Tigard TSM project and the City of Tigard, we are enclosing our Safekeeping Receipt number 158884 indicating that we are holding for your benefit a time deposit adequate to cover the $129,500.00 deposit required by your department. Also enclosed is a photocopy of the actual time deposit reflecting the assignment by the City of Tigard equal to the amount of $129,500.00.

Upon receipt of your invoice reflecting a portion of the completed project, we will remit those funds to you and continue to hold the remaining balance until the entire project is completed. We trust this arrangement will be satisfactory to you, however, should you have any additional questions please contact us or Doris Hartig at Tigard City Hall.

Sincerely,

Eldon Meyer

Eldon Meyer
Assistant Manager

RECEIVED
DEC 10 1979
HIGHWAY ACCOUNTING

NOTED
V.E SKOOG

PROJECT MANAGEMENT BRANCH
ASIE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
DEC 10 1979
REFERRED TO _____
FOR _____
FILE: PM FA I.G.

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

M. Kluepfel

158884

Branch Tigard No. 036

DATE 12/6/79

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of • State of Oregon
Dept. of Transportation, Hwy. Division
Transportation Bldg.
Salem, Oregon 97310

DEPOSITED BY City of Tigard

1{one} $153,867.00	*USBSC14-00480458 dated 12/6/79 in the name of City of Tigard and assigned in transferable form $129,500.00 to the State of Oregon Dept. of Transportation, Hwy. Division, ODOT-TSM, Project No.1X 9-3. The instrument is due 1/14/80 and bears interest at the rate of 12.125%.* ******LAST ITEM******

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-959 7/78

Customer Copy

U.S. Bank Savings Certificate

NO. D 40458

PUBLIC FUNDS

NON NEGOTIABLE CERTIFICATE OF DEPOSIT

12.125 % RATE | 12/6/79 ISSUE DATE | 1/14/80 MATURITY DATE | $ 153,867.00

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY THE SUM OF UNITED STATES NATIONAL BANK 153867dlls00cts DOLLARS.

TO *City of Tigard*

12420 S. W. Main St. (ADDRESS) (CITY) Tigard, Oregon (STATE) 97223 (ZIP CODE)

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein.

XX Single Maturity ☐ Automatic Renewal

XX SIMPLE INTEREST

Frequency of Payment
- ☐ Quarterly
- ☐ Semi-annual
- ☐ Annual
- XX At Maturity

Method of Payment
- ☐ Deposited to Checking
  - No.
  - Br
- ☐ Deposited to Savings
  - No.
  - Br
- XX Paid by Cashier's Check

☐ COMPOUND INTEREST
Interest will be compounded quarterly from issue date.

Taxpayer's Identification No.
93-0503940

COPY

INTEREST

Interest will be paid in accordance with the option(s) checked from issue date at the per annum rate set forth above. NO INTEREST WILL BE PAID ON THIS CERTIFICATE AFTER MATURITY UNLESS AUTOMATICALLY RENEWED AS PROVIDED BELOW.

AUTOMATIC RENEWAL (applicable only if Automatic Renewal box is checked)

THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within ten days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms.

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Tigard (ISSUING BRANCH) BRANCH (NO.) 036

Eleanor P Mayer (AUTHORIZED SIGNATURE)

11-2294 2/78

COPY

PAYEE AMENDMENT

12/6/79
The undersigned hereby assigns, sets over and irrevocably transfer to the State of Oregon, Dept. of Transportation, Hwy. Division, ODOT-TSM, Project 1X 9-3, $129,500.00 in USBSC14-00480458 dated 12/6/79.
City of Tigard

By Denis Hanley

9059

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

TIGARD BRANCH
12160 S.W. MAIN STREET
P.O. BOX 23308, TIGARD, OREGON 97223
HEAD OFFICE — PORTLAND

December 5, 1979

Fred Hildebrand
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Tigard TSM Project

Dear Mr. Hildebrand:

Doris Hartig, City of Tigard Recorder, has indicated to us that the city is entering into an arrangement with your department to put on deposit a total of $129,500.00 which will be their share of funds to be used on the above named project. It is our understanding that your department will request to draw on these funds on a monthly progress billing until the project is completed, and the total funds advanced.

On Thursday, December 6, 1979, the City of Tigard will deposit with us in a time certificate of deposit the sum of $129,500.00 and those funds will be assigned to the State of Oregon Department of Transportation. It will only be upon your monthly authorization that these funds will be released and that they will be released directly to your attention. On the day that these funds are deposited with us we will send you under a cover letter a copy of the time certificate of deposit, and also a document showing that this certificate of deposit is held by Tigard Branch for your benefit.

We trust this arrangement will be satisfactory to you and we will be sending you the additional information in a few days.

Sincerely,

Eldon Meyer

Eldon Meyer
Assistant Manager

3:40 pm. 12-7-79
Klemschmidt had
copy of certificate
Deposit in hand

12-7-79 Ron Kleinschmidt will pick up a copy of the above tonight

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

TIGARD BRANCH
12160 S.W. MAIN STREET
P.O. BOX 23308, TIGARD, OREGON 97223
HEAD OFFICE — PORTLAND

December 6, 1979

Fred Hildebrand
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Tigard TSM Project

Dear Mr. Hildebrand:

As a follow-up to our letter of December 5, 1979, regarding the Tigard TSM project and the City of Tigard, we are enclosing our Safekeeping Receipt number 158884 indicating that we are holding for your benefit a time deposit adequate to cover the $129,500.00 deposit required by your department. Also enclosed is a photocopy of the actual time deposit reflecting the assignment by the City of Tigard equal to the amount of $129,500.00.

Upon receipt of your invoice reflecting a portion of the completed project, we will remit those funds to you and continue to hold the remaining balance until the entire project is completed. We trust this arrangement will be satisfactory to you, however, should you have any additional questions please contact us or Doris Hartig at Tigard City Hall.

Sincerely,

Eldon Meyer

Eldon Meyer
Assistant Manager

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
OCT 10 1979
REFERRED TO _____
FOR _____
FILE: PM FA LG.

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

158884

Branch Tigard No 036

DATE 12/6/79

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of • State of Oregon
Dept. of Transportation, Hwy. Division
Transportation Bldg.
Salem, Oregon 97310

DEPOSITED BY City of Tigard

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NOT NEGOTIABLE

Customer Copy

19-269 7/72

U.S. Bank Savings Certificate

NON-NEGOTIABLE CERTIFICATE OF DEPOSIT

PUBLIC FUNDS

12.125 %

12/6/79
ISSUE DATE

1/14/80
MATURITY DATE

$ 153,867.00

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY THE SUM OF UNITED STATES NATIONAL BANK 153867dlls00cts DOLLARS

TO *City of Tigard*

12420 S. W. Main St. (ADDRESS) Tigard, (CITY) Oregon (STATE) 97223 (ZIP CODE)

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein.

XX Single Maturity ☐ Automatic Renewal

XX SIMPLE INTEREST

Frequency of Payment
- ☐ Quarterly
- ☐ Semi-annual
- ☐ Annual
- XX At Maturity

Method of Payment
- ☐ Deposited to Checking
  - No.
  - Br
- ☐ Deposited to Savings
  - No
  - Br
- XX Paid by Cashier's Check

☐ COMPOUND INTEREST
Interest will be compounded quarterly from issue date.

Taxpayer's Identification No
93-0503940

COPY

INTEREST

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This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Tigard (ISSUING BRANCH) BRANCH (NO.) 036

Edward P Meyer (AUTHORIZED SIGNATURE)

11-2204 2/78

12/6/79
The undersigned hereby assigns, sets over and irrevocably transfer to the State of Oregon, Dept. of Transportation, Hwy. Division, ODOT-TSM, Project 1X 9-3, $129,500.00 in USBSC14-00480458 dated 12/6/79.
City of Tigard

By Nonis Hartley

9059

BBR

34-1968

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213
November 29, 1979

RAELDON BARKER, Administrator
City of Tigard
12420 S.W. Main Street
Tigard, OR 97223

Subject: Tigard TSM Project

Below is a more concise breakdown of the local match on the TSM project for fire preemption work, per your request.

	IX-9-3(8)	Fire District Durham Signal
Fire Preemption system complete	$70,550	$14,450
Fire Preemption testing	10,624	2,176 (1)
Sub Total	$81,174	$16,626

Engineering	9 %
Contingencies	4.5%
Local Match	15 %
	28.5%

X $81,174 = $23,134 or say $23,100

City share of match	$129,500	Payable
Fire district share	$ 23,100	+ $16,600(1) = $39,700 Payable

The initial bid item breakdown per Bud Swan's letter of November 19 are initially correct. The revised match dollars above now include engineering and contingencies for work included in the fire preemption items.

JON ROSE
Federal Aid Specialist

JR/RK/po

12-3-79
cc: GARY ZEHNER

cc: Joe Chamberlin

PROJECT MANAGEMENT BRANCH
SIE ☐ SIE ☐
R.E. ☐ R.E. ☐
DATE 12/10
DATE

9059

CITY OF TIGARD

P.O. Box 23397
12420 S.W. Main
Tigard, Oregon 97223

MA PDM PDE TSE SPC
ODOT - METRO
NOV 30 1979
AM PPS
FILE: T/A

November ~~28~~ 30, 1979

Jon R. Rose
Dept. of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

Re: Miscellaneous Contracts and Agreements
No. 6396
Noise Mitigation St. Anthony School

Dear Mr. Rose:

In accordance with your request, enclosed please find three executed copies of the proposed agreement, as well as copies of Resolution No. 79-108 regarding the above project.

Upon signing by the State, please furnish the City with a completed copy for our files.

Thank you for your assistance in this matter.

Very truly yours,

Doris Hartig
City Recorder

From Metro JON ROSE	Date 11/30/79
[redacted]	
[redacted] Traffic Region 1	

Comments: Here are 3 copies of the subject agreement, signed by City officials and approved by the Metro Administrator. Please forward for execution.

Jon Rose →

cc Kleinschmit

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
DEC 3 1979
REFERRED TO _____
FOR _____
FILE: PM FA LG

9059

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-5

November 27, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Additional IX Funds for PA
Item No. 90185
Project No. IX-9-3(8)
N. Tigard Intchge-S.W. Beef Bend Rd.(Tigard) Sec.
Pacific Highway W. (Ore.99W)
Washington County

I request additional Interstate Substitution General Funds financing for the project based on the fact that the contract low bid received exceeds the funds available for Project Agreement. Approval of this request will involve additional estimated total cost of $126,000 and allotment of $107,100 in Federal Funds.

A tabulation of the amounts involved are as follows:

REQUEST	TEC	FF	CITY
Present	$1,076,000	$ 914,600	$161,400
Original	950,000	807,500	142,500
Difference	$ 126,000	$ 107,100	$ 18,900

JLG:sr

cc: R. N. Bothman(Metro)
Max Klotz (Metro)
Jon Rose (Metro)
[illegible]

Form 734-3122

Form FHWA 121 (6/79)

9059

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9-3(4)
N. Tigard Interchange - Beef Bend Road Section - Washington County

Date: November 21, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.8-OR

To: Mr. H. S. Coulter, State Highway Engineer

As requested in Mr. Swan's letter of November 6, I concur that preliminary engineering work necessary for future noise mitigation measures at St. Anthony's School is eligible under this project even though PS&E approval has been granted for the roadway work.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

cc:
OSHD (D E Swan, Prog.Mgmt)

Copies to
Stafford
Location
Trout
M. Klatt
Rose
G. Zehnder

9059

November 19, 1979 Cont 4

City of Tigard
City Hall
Tigard, Oregon 97141

Attn: Doris Hartig
City Recorder

Tualatin Rural Fire Protection District
P.O. Box 127
Tualatin, Oregon 97062

Attn: Joe Chamberlain

Gentlemen:

On November 15, 1979 a multicheckery bid was received from W. H. Gruhle Co., P.O. Box 4183, Portland, Oregon 97208 for construction on S. Tigard Interchange - S.W. Nyaf Road Road Section. The advance deposit based on the estimated construction cost of their bid is as follows:

	CITY OF TIGARD IX -B-1 (6)	STATE IOF-B-1(7)	TUALATIN FIRE DEPT. Durham Rd.
BID ITEMS	$787,885.00	$92,370.00	———
Fire Pre-emption System, complete	70,350.00 15%	- - -	$14,490.00
Permanent Signing	1,385.00	105.00	———
Permanent Pavement Striping	8,835.00	653.00	———
On the Job Trainees (Cost)	744.00	36.00	———
Signal Controller Testing (Engineering)	———	- - -	———
Fire Preemption Testing (Engineering) (Tualatin Fire Dist)	10,896.00 15%	- - -	2,176.00
Added Items, Bull Run. Road	27,000.00	- - -	———
4 1/2% Contingencies	40,237.06	4,644.07	———
9% Engineering	70,050.11	8,087.64	———
ESTIMATED TOTAL COST	$1,017,330.17	$105,427.71	$16,666.00

City's Advance Deposit:
15% of $1,017,330.17 = $152,599.76 or say $153,600.00 - 129,300
(Tualatin Fire District shows $6,800.00)/2,180 - ——— 23,300

Tualatin Fire District Advance Deposit on Durham Road.
100% of $16,666.00 or say $16,700.00 39,800

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than December 7, 1979.

Please make your check payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

E. E. Swan
Operation Programming Engineer

EESwa:pf

bcc w/AD # 685: Jon Rose, Region N Federal Aid Engineer
Vern Shoop - Please return completed AD # 685 & 685A when check is received.

9051

1

HIGHWAY DIVISION - ODOT 378-6516

FILE

November 19, 1979

H. S. Coulter
State Highway Engineer

N. Tigard Dist.-
SW Bend

Footpaths and Bicycle Trails
November 15, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened November 15 on the following puojects:

1. Long Butte Rock Production
   The Dalles-California Highway, Deschutes County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Seneca Rock Production
   John Day-Burns Highway, Grant County
   Aggregate Crushing

   Same as No. 1.

3. Basque Rock Production
   I.O.N. Highway, Malheur
   Aggregate Crushing

   Same as No. 1.

4. Antelope Rock Production
   Shaniko-Fossil Highway, Wasco County
   Aggregate Crushing

   Same as No. 1.

5. Fossil Rock Production
   Shaniko-Fossil Highway, Wheeler County
   Aggregate Crushing

   Same as No. 1.

6. Spray Rock Production
   Kinberly-Long Creek Highway, Wheeler & Grant Counties
   Aggregate Crushing

   Same as No. 1.

7. S.E. 82nd Drive at Oakfield Road (Gladstone)
Clackamas County
Traffic Signals

Same as No. 1.

8. Spring Creek Hill
The Dalles-California Highway, Klamath County
Grading and Overlay
Fallout area construction

Same as No. 1.

9. Zigzag River-Ski Bowl Frontage Road
Mt. Hood Highway, Clackamas County
Grading and Paving

Four to ten-foot shoulders provided four-foot shoulders to be striped and signed as a Narrow Bikeway and remaining shoulders to be striped and signed as a standard Class III Bikeway.

10. Bunker Hill-Davis Slough
Oregon Coast Highway, Coos County
Coquille-Glen Aiken Creek
Coos Bay-Roseburg Highway, Coos County
Paving
Overlay

Same as No. 1.

11. Little Butte Creek Bridge
Crater Lake Highway, Jackson County
Structure

Structure and approaches. Six-foot Class III Bikeways to be provided.

12. Ironside-Brogan Hill
John Day Highway, Malheur County
Paving

Overlay and widening. Twelve-foot lanes with four-foot shoulders provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

13. N. Tigard Interchange-S.W. Beef Bend Road
Pacific Highway West, Multnomah and Washington Counties
Traffic Signals

Curb cuts being constructed throughout the project to accommodate bicycle and pedestrian traffic.

14. Maupin-Sherman Highway Junction
The Dalles-California Highway, Wasco County
Paving
Overlay, two to four-foot shoulders provided

Same as No. 1.

15. Junction City-Airport Road
Pacific Highway West, Lane County
Grading and Paving

Six to ten-foot shoulder on multiple lane highway provided; will be designated at a later date as bike lanes when a connector can be made. Eight-inch "fog" lines now.

16. Project set back to later letting date

17. N.E. Columbia Blvd.-N.E. Weidler Street (Unit 1)
Pacific Highway East, Multnomah County
Grading, Paving and Signals

Existing sidewalks, where removed, to be replaced in kind. Curb ramps to be installed to accommodate bicycle and pedestrian traffic.

18. Airport Way Interchange
East Portland Freeway, Multnomah County
Grading and Structures
Class I Bikeway to be constructed on this project.

DPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

November 2, 1979

Tualatin Rural Fire Protection District
P. O. Box 127
Tualatin, OR 97062

AGR

MISC. CONTRACTS and
AGREEMENTS No. 7085

Gentlemen:

Attached for your files is a fully executed copy of a letter-form agreement for the installation of emergency vehicle pre-emption devices on traffic signals on the Pacific Highway West at Durham Road in Washington County.

Also attached is a fully executed copy of another letter-form agreement for the installation of emergency vehicle pre-emption devices on all traffic signals within the North Tigard Interchange-Beef Bend Road Section of the Pacific Highway West in Washington County.

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachments
bc: Don Harwell (agreement attached)

1057 10-24-79

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
[illegible]-9-3(7) & IX-9-3(8)

STATE PROJECT NO.
See below

COUNTY NAME
Multnomah & Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
90011 & 90185

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 24 '79
RETURN TO
FOR
Info | Invest | R/D | D/S | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-20-79 7-13-79	10-24-79	Primary 9	Primary 1W

GENERAL LOCATION:
N. Tigard Interchange - S.W. Beef Bend Road

GENERAL DESCRIPTION OF WORK:
Grade, Pave & Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Permanent Striping (S.F.) $9,500
On-the-Job Training 800

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's October 18, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,056,411 - Federal Funds $900,801.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-24-79	G. K. Hansen	Division Administrator

FORM FR 1240 (REV. 3-79) EXISTING STOCKS OF FORM FR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—721-015

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: [illegible]-3(8)

STATE PROJECT NO.: See below

FROM: G. L. Green, Div. Adm.
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90185

COUNTY NAME: Washington

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-20-79	6-20-79	Primary 9	Primary 1W

GENERAL LOCATION:

North Tigard Interchange - Beef Bend Road (Tigard) Section

GENERAL DESCRIPTION OF WORK:

Traffic Signals and Channelization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS: Mr. Swan's 6-18-79 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $950,000 with Federal participation actually limited to $807,500.

A signed copy of the Title Sheet is returned herewith.

(Per advice dated 6-13-79)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-20-79	G. K. Hoerner	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-612

9059

Section N. Tigard Intchge.-S.W. Beef Bend Rd. (Tigard) Programming Estimate $ 1,131,000.

Highway Pacific West Project Length —

County Multnomah & Washington Completion Time 280 CD

Kind of Work Grading, Paving & Signals Est. Comp. Date 9-23-80

Prefix 34-1968-921 (10-2) Letting Date Nov. 15, 1979 Project No. TQF-9-3(7) IX-9-3(8)

34-1991 (79)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ ~~929,520.00~~ 939,520.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	1,500 7-93	
Permanent Pavement Striping	9,500 7-93	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ____		
Roadside Seeding & Mulching		$ 66,850.00
Asphalt Cement Adjustment		
On the Job Trainees (one)	800 7-93	
State Responsibility for Damages		
Signal Controller Testing (Engineering)	15,250 7-93	
Bikeway Signs		
Furnish Mailbox Posts		
~~Adjust Utilities:~~		
Fire Pre-emption Testing (Engineering)	12,800 17-83	
Added Lane, Bull Mtn. Road	27,000 IX	
Subtotal		$ ~~996,370.00~~ 1,006,370.00
Contingencies (4-1/2%)		~~44,836~~ 45,286.65
Engineering (8.1%) (10%)		~~89,675~~ 80,509.60
~~Subtotal~~		$
Credit for ____		
Estimated Net Authorization, Construction		$ ~~1,130,879.25~~ 1,132,166.25

APPROVED

(13)

Road Design Engineer

9059

Section N. Tigard Intchge. – W. Beef Bend Rd (Tigard) Programming Estimate $ 1,131,000

Highway Pacific West 10-17-79 Project Length –

County Multnomah & Washington Completion Time 280 CD

Kind of Work Grading, Paving & Signals Est. Comp. Date 9-23-80

Prefix 34-1968-921 (M) Letting Date Nov. 15, 1979 Project No. TQF-9-3(7) IX-9-3(8)

30-1991 (P)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 929,520.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	1,500	
Permanent Pavement Striping	9,500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 66,850.00
Asphalt Cement Adjustment		
On the Job Trainees (one)	800	
State Responsibility for Damages		
Signal Controller Testing (Engineering)	15,250	
Bikeway Signs		
Furnish Mailbox Posts		
~~Adjust Utilities:~~		
Fire Pre-emption Testing (Engineering)	12,800	
Added Lane, Bull Mtn. Road	27,000	
Subtotal		$ 996,370.00
Contingencies (4-1/2%)		44,836.65
Engineering (~~8~~, 9, ~~0~~%)		89,673.30
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$ 1,130,879.95

APPROVED 10-17-79

cc: Max Klotz

Road Design Engineer

O/C

REC'D 10-17-79

NEED 961,248 Const.

" 81,365 P.E.

PHWA AUTH 876,140 P.E. & Const.

FROM TQ FUNDS 166,473

OREGON STATE HIGHWAY DIVISION — Sheet 1 of 2

~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE — Date Oct. 15, '79

Section N. Tigard Intchge. - S.W. Beef Bend Rd. (Tigard) — County Mult. & Wash.

Kind Of Work Grading, Paving & Signals — Length - — Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
1.	Temporary Protection and Direction of Traffic		All	All	-	11,200-
2.	Temporary Signs		Sq. Ft.	610	6-	3,660-
3.	Temporary Barricades		Each	14	125-	1,750-
4.	Flagmen		Hour	840	22-	18,480-
	ROADWORK					
5.	Removal of Structures and Obstructions		All	All	-	6,500-
6.	General Excavation		Cu. Yd.	715	10-	7,150-
7.	Coarse Aggregate Base		Cu. Yd.	1,500	13-	19,500-
8.	3/4"-0 Aggregate Base		Cu. Yd.	300	14-	4,200-
9.	Class "C" Asphalt Concrete		Ton	1,400	27 50/100	38,500-
10.	12-inch Culvert Pipe		Lin. Ft.	14	20-	280-
11.	12-inch Sewer Pipe		Lin. Ft.	40	20-	800-
12.	Concrete Inlets, Type CG-1		Each	4	500-	2,000-

OREGON STATE HIGHWAY DIVISION — Sheet 2 of 2

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date Oct. 15, '79

Section N. Tigard Intchge. - S.W. Beef Bend Rd. (Tigard) — County Mult. & Wash.

Kind Of Work Grading, Paving, Signals — Length — — Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
13.	Concrete Walks		Sq. Yd.	45	20⁻	900⁻
14.	Concrete Driveways		Sq. Yd.	25	25⁻	625⁻
15.	Sidewalk Ramps		Each	32	250⁻	8,000⁻
16.	Concrete Curbs		Lin. Ft.	700	5 50	3,850⁻
17.	Concrete Islands		Cu. Yd.	50	165⁻	8,250⁻
18.	Extra for Asphalt Walks		Sq. Yd.	50	8⁻	400⁻
19.	Reconstructing Concrete Manholes		Each	1	700⁻	700⁻
20.	Adjusting Inlets		Each	2	250⁻	500⁻
	TRAFFIC SIGNALS					
21.	Traffic Signal Installation, Complete		All	All	-	705,875⁻
22.	Fire Pre-emption System, Complete		All	All	-	86,400⁻

7059

OREGON STATE HIGHWAY DIVISION — Sheet 1 of 2

~~SUMMARY—BID SCHEDULE—COST ESTIMATE~~ — Date Oct. 15, '79

Section N. Tigard Intchge. - S.W. Beef Bend Rd. (Tigard) — County Mult. & Wash.

Kind Of Work Grading, Paving & Signals — Length - — Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1.	Temporary Protection and Direction of Traffic		All	All	-	11,200-
2.	Temporary Signs		Sq. Ft.	610	6-	3,660-
3.	Temporary Barricades		Each	14	125-	1,750-
4.	Flagmen		Hour	840	22-	18,480-
	ROADWORK					
5.	Removal of Structures and Obstructions		All	All	-	6,500-
6.	General Excavation		Cu. Yd.	715	10-	7,150-
7.	Coarse Aggregate Base		Cu. Yd.	1,500	13-	19,500-
8.	3/4"-0 Aggregate Base		Cu. Yd.	300	14-	4,200-
9.	Class "C" Asphalt Concrete		Ton	1,400	27 50/100	38,500-
10.	12-inch Culvert Pipe		Lin. Ft.	14	20-	280-
11.	12-inch Sewer Pipe		Lin. Ft.	40	20-	800-
12.	Concrete Inlets, Type CG-1		Each	4	500-	2,000-

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of 2
Date Oct. 15, '79

Section N. Tigard Intchge. - S.W. Beef Bend Rd. (Tigard) County Mult. & Wash.

Kind Of Work Grading, Paving, Signals Length — Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
3.	Concrete Walks		Sq. Yd.	45	20⁻	900⁻
4.	Concrete Driveways		Sq. Yd.	25	25⁻	625⁻
5.	Sidewalk Ramps		Each	32	250⁻	8,000⁻
16.	Concrete Curbs		Lin. Ft.	700	5⁵⁰	3,850⁻
7.	Concrete Islands		Cu. Yd.	50	165⁻	8,250⁻
8.	Extra ~~for~~ Asphalt Walks		Sq. Yd.	50	8⁻	400⁻
9.	Reconstructing Concrete Manholes		Each	1	700⁻	700⁻
20.	Adjusting Inlets		Each	2	250⁻	500⁻
	TRAFFIC SIGNALS					
21.	Traffic Signal Installation, Complete		All	All	-	705,875⁻
22.	Fire Pre-emption System, Complete		All	All	-	96,400⁻ ~~86,400~~

9059

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services DEPT. 238-8250 TELEPHONE

TO: BUZ SWAN
Operations Programming Engineer

DATE: September 12, 1979

FROM: JON ROSE
Federal Aid Specialist

SUBJECT: Noise Mitigation Work
St. Anthony School
Tigard TSM Project

Because the Tigard TSM project (99W between North Tigard Interchange and Beef Bend Road) will create a noise impact on the St. Anthony School, it is proposed that steps be taken to shield the school as much as practical. As part of the TSM project, it is proposed to install double glazing and necessary ventilation modifications to the school building under a separate contract. Cost of the work is expected to be shared by the Federal Government and the City of Tigard in the same ratio as the main project but since the city expects to recover the local share of the noise mitigation work from the school, it will be necessary to accurately identify the work in order to satisfy the school.

Would you please prepare an agreement showing the City of Tigard to be responsible for local match and allowing both the city and the school to review noise mitigation plans prior to award of the separate contract. Since the school is understandably concerned that it's share might exceed its ability to pay, the agreement should assure the school that it may request that all bids be rejected in case the low bid exceeds the engineers estimate by a substantial amount.

From the state's standpoint, the prime agreement might be adequate to cover this special work without any supplemental agreement but to satisfy the concerns of the city and the school, we feel that the supplement is desirable.

pq

cc Ron Kleinschmit
Region 1

To typist 9-21.

PROJECT MANAGEMENT BRANCH
/SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
SEP 1 3 1979
REFERRED TO _____
FOR _____
FILE: PM FA LG.

1039

Cross Reference to:
Ont 5-2
Wash. Co.

September 7, 1979

Tualatin Rural Fire Protection District
P. O. Box 127
Tualatin, OR 97062

MISC. CONTRACTS and AGREEMENTS No. 7085

Attention: Joe Chamberlain

1205-S
1381-K

Gentlemen:

Attached for your files is a fully executed copy of an agreement to provide emergency vehicle pre-emption devices on traffic signals within the North Tigard Interchange-Beef Bend Road Section of the Pacific Highway West in Washington County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

bkr

Attachment

bc: Don Harwell (agreement attached)

9059

Form FHWA 121 (Rev. 5-73)

Cross Referenced To:
Unit 5-2
Wash. Co

1

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project TQF-9-3(7) & IX-9-3(8)
N. Tigard Intchge.-S.W. Beef Bend Road
Pacific Highway West
Washington County

DATE: August 27, 1979

In reply refer to: HFO.1-OR

FROM : G. L. Green, Division Administrator

1205-5
1381-K

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

The recently submitted PS&E documents for the subject project cannot be approved since the proposed traffic signal installations at several intersections do not comply with the requirements of paragraph (e), Section 4B-6 of the MUTCD. For the same reason authorization to advertise for bids on this project is being withheld pending a satisfactory resolution of this problem.

for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 28 '79
REFER TO
Mac Brandy
FOR

8-28
W/Ltr.

9059

AW

ROAD DESIGN SECTION 378-6558

August 24, 1979

J. B. Boyd
Manager, Right of Way

J. H. Versteeg
Road Design Section

File 30398
North Tigard Interchange-Beef Bend Road Section
Pacific Highway West
Washington County

Attached is a description, an authorization, and prints covering an additional area required for the subject project.

By: R.
Robert R. Rounds
R/W Description Supervisor

RRR:cj
Attachments

9059

cy: Hunter
Versteeg
Tim Nlex

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: GARY POTTER
Environmental Section

DATE: August 14, 1979

FROM: DON ADAMS
Project Development Manager

SUBJECT: N. Tigard Interchange/Beef Bend Road
Pacific Highway West (99W) - Tigard TSM
Noise Study Report

Attached is a resolution of the Tigard City Council requesting ODOT to pursue the noise mitigation at St. Anthony's School

We would like to proceed according to the direction of the resolution.

po

cc: Ed Hardt
Walt Hart
M.J. Klotz
K.D. Limbocker
J.D. McClure

Versteeg
Anderson
3 Christensen
1 Olson
6 Sullivan
Terpin
3 Trout
2 Weberlig

RECEIVED
AUG 17 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

RECEIVED
ENVIRONMENTAL SECTION
AUG 15 1979

Referred to Manager
Proj. Coord. Res. Coord.
Eng. Coord. Adm. Asst.
Sec. File

RECEIVED
ENVIRONMENTAL SECTION

REFERRED TO
Baum Stoudenmeyer
Cole Temple
Eriksen Warren
Hager Dorn Ann
Return By Discuss Do File Copy Due
FINAL DESIGN ENGINEER

(HW) 34-1968-120

CITY OF TIGARD

P.O. Box 23397
12420 S.W. Main
Tigard, Oregon 97223

VA PUE TST SPC
ODOT - METRO
AUG 1979

August 7, 1979

AM PPS

FILE TIA

Mr. Ron Kleinschmit, Project Coordinator
Department of Transportation, Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

Re: M. Tigard - Beef Bend Road
Tigard TSM
Noise Study Report

Dear Mr. Kleinschmit:

Enclosed is copy of Resolution No. 79-83 adopted by the Tigard City Council at their special meeting of August 6, 1979.

If I may be of further assistance please contact me.

Sincerely yours,

Doris Hartig
City Recorder

DH:lm

Enc.

Re
Send to Salem

CITY OF TIGARD, OREGON

RESOLUTION No. 79-83

A RESOLUTION OF THE TIGARD CITY COUNCIL REQUESTING THE OREGON DEPARTMENT OF TRANSPORTATION TO PURSUE THE NOISE MITIGATION AT ST. ANTHONY'S SCHOOL.

WHEREAS, the Tigard City Council has been requested by St. Anthony's School to instruct the Oregon Department of Transportation to pursue the noise mitigation at said school; and

WHEREAS, the Tigard City Council wishes to have the project started at the earliest possible date;

NOW, THEREFORE,

BE IT RESOLVED BY THE TIGARD CITY COUNCIL THAT:

Section 1: The Oregon Department of Transportation is hereby directed to pursue the noise mitigation at St. Anthony's School by conducting a structure inspection to determine how to reduce the noise and go to bid as soon as possible.

Section 2: The City's share of the cost of mitigation will be 15% of the total and the City will provide the local match for the project.

PASSED: This 6 day of August, 1979.

Mayor

ATTEST:

Recorder

FRANCISCAN FRIARS

PHONE: 639-4179 AREA 503

Saint Anthony's Church
9905 S. W. McKENZIE STREET
TIGARD, OREGON 97223

August 2, 1979

Tigard City Council
12420 SW Main
Tigard, Oregon

Gentlemen:

This letter comes to you to inform you that St. Anthony's School/Parish wants to participate in the noise mitigation project at St. Anthony's School.

We understand that we will provide the 14 or 15% of the funds necessary to complete the project. If bids are too high we reserve the right to reject all bids.

Thank you for your consideration.

Sincerely yours,

Rev. Vincent J. Mesi, OFM

Rev. Vincent J. Mesi, OFM
Pastor

Form E-39 (Rev. 9-75) 9059 (Not in FMS

OREGON STATE HIGHWAY DIVISION

Planning File No. ____

AUTHORITY FOR SURVEY

Noise Mitigation - St. Anthony's School

Section N. Tigard Int.-Beef Bend Road

Highway Pacific Highway West

County Washington

Date 8/13, 1979

Authorization No. 1

Survey Prefix 34-1913 (Assigned by Salem office)

Description of termini, route, length, etc.: Spot location at St. Anthony's School - City of Tigard

Proposed: To provide noise mitigation for school area by means of structural modification

Purpose of Survey: State to conduct noise survey, design mitigation methods, prepare plans, specifications, estimate of cost and complete PS & E.

IX-9-3(4)
21 NOV 79

Estimate of cost:

Funding e(4)
Category 3NM
Estimated Const. Cost $46,000

Estimate of Cost		
Field Survey	(901)	
Citizen Participation	(902)	100
City of County	(903)	
Consultant	(904)	
Final Design	(905)	200
Bridge Design	(906)	5,000
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	
Environmental	(923)	200
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Administrative Services	(922)	300
Total estimated cost of survey		$ 6,000
Previous authorization		
Additional authorization requested		
Additional authorization approved (Salem)		
Total all authorizations approved (Salem)		

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
NOV 2 1979
LOCATION SECTION

Requests made by:

K. D. LEMBECKER, Metro Design Engineer

Recommended for Approval:

M. J. KLOTZ, Metro Technical Services Engineer
Regional Engineer

Recommended for Approval:

Frank E. Perkins
Location Engineer

Approved:

E. J. Lister
Assistant State Highway Engineer

SP-22604-734

9059

1W

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services DEPT. 238-8230 TELEPHONE

TO: A. J. VIDUCICH
Title Supervisor

DATE: July 31, 1979

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: N. Tigard Int.-S.W. Beef Bend Road (99W)
File No. 50579

The above file, involving the Tigard Bowling Corporation, was set up in order to construct a driveway improvement. This work has since been eliminated from the project.

Please discontinue work on this file.

pq

cc [redacted]
Adrian Olson

Vertrees
Anderson
Christensen
Olson
Sullivan
Torpin
Trout
Wakerlig

RECEIVED
AUG 0 1 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

REFERRED TO
Board Shoudenmayer
Cole Semple
Erikson Nelson
Hager Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

NOTED
ROBERT R. ROUNDS
AUG 2 1979

9059

STATE OF OREGON

INTER OFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: R. N. Bothman, Administrator
Metropolitan Branch

DATE: July 30, 1979

ATTN:
D. N. Adams
Project Development Manager

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Plans for Review
Traffic Signal Revision and Installation
N. Tigard Interchange-S.W. Beef Bend Road (Tigard) Section
Pacific Highway West
Washington County
Prefix: 34-1968 and 34-1991

Attached for your review and comments are five copies of preliminary plans for the subject project. On the appropriately stamped copy, please obtain the proper signatures to indicate City approval and return the plans to this office.

This project currently is scheduled for the September 20, 1979 letting.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

LPD:jrb

Attachments

cc: E. L. Hardt (w/attach.)
Gary Zehner (w/attach.)

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
AUG 1 1979
REFERRED TO _____
FOR _____
FILE: PM FA LG.

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

July 27, 1979

Helen L. Hammes
13115 SW Watkins
Tigard, OR 97223

Dear Ms. Hammes:

The Oregon Department of Transportation has been involved in developing traffic flow improvements along Highway 99 for almost two years. Extensive coordination with the city, which is responsible for the connecting streets, and with citizens was maintained.

The design was approved by the city council and the Oregon Transportation Commission.

The Oregon Department of Transportation has not expressed a preference among the alternatives offered for the signals at Park Streat. Department officials feel the signalizing of access streets is a local decision to be left to the discretion of the city council.

I do not believe it appropriate for my office to intercede in a matter which seems to be well within the jurisdiction of the City of Tigard.

Thank you for taking the time to write and for passing on the copy of your letter to Representative Smith.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bcc: Highway

RECEIVED
JUL 11 1979
Governor's Office

3492

Tigard, Oregon
July 5, 1979

Please prepare a response for the Governor's signature
by 7-23
Thank you.

DOT

Honorable Victor Atiyeh
Governor of Oregon
Salem, Oregon 97301

Dear Governor:

The enclosed letter was sent to Representative Norman Smith by a group of Watkins Street residence of which I am ons. I was very disappointed at the lack of encouragement that we received from that letter as well as my personal conversation with Senator Ragsdale. I was led to believe that this was more-or-less a local government issue and to seek further assistance from our city council.

Highway 99 is not a city street but a state owned highway, and any traffic control device put there by the state concerns the state taxpayer and not just the local government. There is all ready a manual traffic control device one-half block from where they wish to put in another control device which is not needed if the all ready present one is cycled automatically.

Could you in someway intercede for us?

Sincerely yours,

Helen L. Hammes

Helen L. Hammes

13115 SW Watkins
Tigard, Oregon 97223
(503)639-8292

MA PUM PUE TS SPL
ODOT - METRO
JUL 18 1979
AMPS

OE RE RME RCE BE
TE RECEIVED RSM
UE JUL 16 1979 RSC
SO REGION 1 RBI
TO

RECEIVED
STATE HWY ENGR
JUL 13 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
JUL 13 '79
REFER TO
Bowman
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Tigard, Oregon
June 19, 1979

Representative Norman Smith
State Capitol
Salem, Oregon 97301

Dear Representative Smith:

We, the residents of the Derry Dell area in Tigard, ask for your consideration and help.

When the Bishop-Rembolt development at Park Street and Pacific Highway was approved last Fall, there was to be a signal light at the entrance to the development. This was also approved by our NPO 3. At that time a resident of Park Street circulated a petition to have the light moved from the development entrance to Park Street, so the residents would have that light to get out on the highway. Here, there is some confusion. 166 people signed this petition, but many of them felt it was misleading. Some thought it would merely lead to further discussion of this issue, which they were led to believe, and others signed it with the understanding they would go along with the light as long as there would be no access road leading from the development on to Park Street, which is a residential street. Still others signed it, adding "NO" beside their names, indicating, of course, they were against a light on Park. This petition was taken to the City Council and they approved the light at Park, moving it from the development entrance.

Although some residents were not too happy about this move, they thought the issue of this signal light, without a road on to Park Street was settled. Then we learned quite by accident, that there would be an exit road on to Park and we were shocked. It seems that the city did a traffic count and found there was not enough traffic on Park Street to warrant a light unless the road from the development was put in to generate more traffic on Park. We felt that we should have been notified of this major change in the plans and zone change, but we were not, nor was a public hearing called.

At a meeting with Mr. Barker, our City Administrator, on May 21, 1979, we learned that we could possibly reverse this situation, so we circulated another petition and obtained 186 names. It is enclosed for you to read.

I might say that we strongly oppose this exit road and we feel there is no way to add more traffic to Park Street and surrounding neighborhood streets without endangering the lives of our children (68) whose only access to the grade school is Park Street.

We took our petition to the City Council on June 4th and they wrote a letter to Mr. Ron Kleinschmit, Project Coordinator for the Department of Transportation, requesting his recommendation. An answer was received June 11th with 4 options, but only two were possible.

(A) Leave the light at Park with the exit road as it is.

(D) Move the light back to its original position at the development entrance. Do away with the exit road and activate the present signal light at Garret, a half block down from Park to a full-time light. (It is presently a "hand push" light).

The Council was divided and voted 3-2 to adopt Plan (A). We were very disappointed and felt our 196 signatures meant nothing.

Miss Margie Claytor, a friend of ours, who works with a representative in Salem, attended these two Council meetings and felt we have the option of pursuing our efforts. She encouraged us to write this letter.

Ours is a quiet residential neighborhood and we wish to keep it this way. We think you do too.

Sincerely,

Joan Fitzgerald
13145 S. W. Watkins St.
Tigard, Oregon 97223
639-4266

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-9-3(7)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) 1. ☐ 2. ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90011

RECEIVED
STATE HWY ENG
JUL 17'79
REFER TO
FOR
Init. | Inves. | P/C | O/R | Sec. | Act. | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	7-13-79	Primary 9	Primary 1W

GENERAL LOCATION:
Pacific Highway West at Beef Bend Road

GENERAL DESCRIPTION OF WORK:
Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 11, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $97,000 - Federal Funds $85,505.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79	G. K. Hoesmen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

9059

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 11, 1979

In Reply Refer to
File No.:

NOTED
E. S. HUNTER

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: PS&E Data Submission
Item No. 90011
Project No. TQF-9-3 (7)
Pacific Hwy. W. at Beef Bend Road
Washington County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on September 20, 1979, but request early PS&E approval at this time. Right-of-Way, Utility and other Environmental Certification and Status reports will be submitted at the time we request advertising authorization.

P.E.	Federal Funds (88.15%)	$ 4,710
Signal	Federal Funds (88.15%)	85,500
	State Funds	12,290
	TOTAL COST	$102,500

DAR:pf
Attachments

cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 12 '79
REFER TO
FOR
Info | Instrs | R/D | D/R | Sign | Mat | File

Form 734-3102

9059

IW

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services
DEPT.

238-8231
TELEPHONE

DATE: July 9, 1979

TO: J. H. VERSTEEG
Design Engineer - Salem

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Tigard TSM Project
N. Tigard Int.-Beef Bend Road
Pacific Highway West
Prefix: 34-1968

Herewith one print showing revisions to the access to the Tigard Bowl, opposite the Phaffel intersection. All sidewalks, except a five-foot by seven-foot landing pad, has been eliminated. The driveway connection has been revised to reflect the existing condition. No work is needed that will involve the "Red Brick Wall."

Please make the necessary revisions.

pq

Attachment

1 Verstee
Anderson
3 Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 11 1979
ROAD DESIGN SECTION

Do Not File
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Bring Up
Action

REFERRED TO

Beard Stoudenmayer
Cole Sample
Eriksen Watson
Mager Dorn Leu
Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

9059

34-1968

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 28, 1979

Telephone 238-8250

RAELDON BARKER
City Manager
City of Tigard
12420 SW Main
Tigard, OR 97123

Subject: Emergency Vehicle Preemption
16 Traffic Signals
Tigard TSM Project

Mr. Barker:

As part of the federal aid project to improve Pacific Highway West between the North Tigard Interchange and Beef Bend Road, ODOT has been requested by the Tualatin Rural Fire Protection District to install equipment in the traffic signal contollers to allow preemption of the signals by fire district emergency vehicles.

Under terms of the City/State Agreement, the city is responsible for the local share of construction costs. Preemption equipment would be installed as part of the contract and would be subject to federal participation. It is our understanding that the Tualatin Fire District will reimburse the city for the entire local share of preemption equipment costs. This additional work is now estimated to cost approximately $63,000 and the local matching money required from the fire district would be approximately $9,450. Actual costs, of course, would be determined when bids are opened.

With City of Tigard and Tualatin Fire District Agreement, the state will include this work as part of the project to be contracted. Costs attributable to this work will be segregated in the bid items and the figures provided to both the city and the fire district at the time of bid opening.

Would you discuss this with Chief Douglas Krebs of the fire district and if both parties find this arrangement exceptable, countersign in the blank below to indicate approval and return three copies of this letter to me. at this office. After approval by the city and the fire district, the state will prepare an agreement with the fire district setting forth responsibilities for maintenance, replacement and control of the preemption system.

Jon Rose

JON R. ROSE
Federal Aid Specialist

JRR:sb
cc Ted Woodhouse

Raeldon R Barker
City Manager

Doris Hartley
City Recorder

Joe Chamberlain, Chairman
Tualatin Rural Fire District - Title

Form 734-8182

1979, N. Tigard Intchge.-SW 9059
. Beef Bend Rd. Sec., Pac. Hwy. W.
. (Grade, Pave & Signals) #1

C.A 7085 11-2-79 , 9-7-79

C.A 6396 - 6-20-79, 3-10-78, 12-17-79

C.A 6344 11-13-78

9059

1-W

ROAD DESIGN SECTION 378-6558

June 27, 1979

J. B. Boyd
Manager, Right of Way

J. H. Veretaeg
Road Design Engineer

File 50379-Schulz
N. Tigard Interchge.-S.W. Roef Bend Road Sec.
[redacted]
Washington County

Attached is a description (2 parcels), an authorization, and prints for the subject traffic control project scheduled for 8-23-79.

ORIGINAL SIGNED BY
By: W. H. WAKERLIG
W. H. Wakerlig
R/W Description Engineer

WHW:aj
Attachments

Verstaeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 27 1979
ROAD DESIGN SECTION

Do Mail File
Return To
Bring Up
Action

June 20, 1979

City of Tigard
City Hall
Tigard, OR 97141

Attention: Doris Hartig
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 396

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct the North Tigard Interchange-Roaf Road Section of the Pacific Highway West in Tigard.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

ddm
Attachment

bc Dorland Swan (Agreement attached)

9059

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: June 15, 1979

In reply refer to: HFO.8-OR/710.32

SUBJECT: Interstate Transfer Projects

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

This office has been advised by telephone that Federal Funds are now available for obligation on the following projects:

IX-9407(3) S.W. Capitol Hwy. at S.W. Huber
TEC $69,000.
Federal Funds $58,650.
(Construction)

IX-9-3(8) N. Tigard Interchange-
Beef Bend Rd. (Tigard)
TEC $950,000
Federal Funds $807,500
(Construction

G. L. Green
for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 18 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Summary
3, 4, 4A, 5	Plan

Temporary Protection & Direction of Traffic to be included in the special provisions

6-11-79

STATE OF

DEPARTMENT OF T

STATE HIGHW

PLANS FOR PRO

N. TIGARD INTCHGE.-S.W. BE

PACIFIC HIG

MULTNOMAH & WAS

BEGINNING OF PROJECT
Sta. 197+00

APPROVED
CITY OF Tigard
BY MAYOR
BY RECORDER Norma Hartley
DATE 6-11-79

END OF PROJECT
Sta. 177+50

MA PRM PDE TSE SPC
ODOT - METRO

MAY 11 1979

AM PPS FILE T/A ◯ Signal Locations

H. Gillenwater

ATE OF OREGON

NT OF TRANSPORTATION

HIGHWAY DIVISION

NS FOR PROPOSED PROJECT

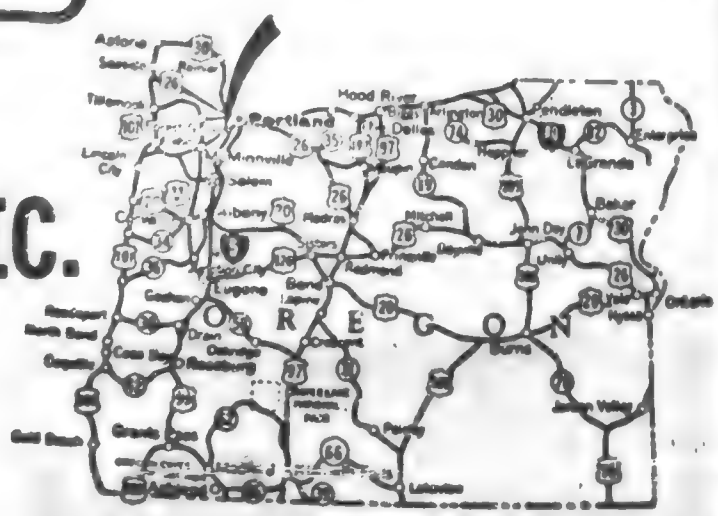
N. TIGARD INTCHGE - S.W. BEEF BEND RD (TIGARD) SEC. PACIFIC HIGHWAY WEST MULTNOMAH & WASHINGTON COUNTIES				SHEET No. 1
FED ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

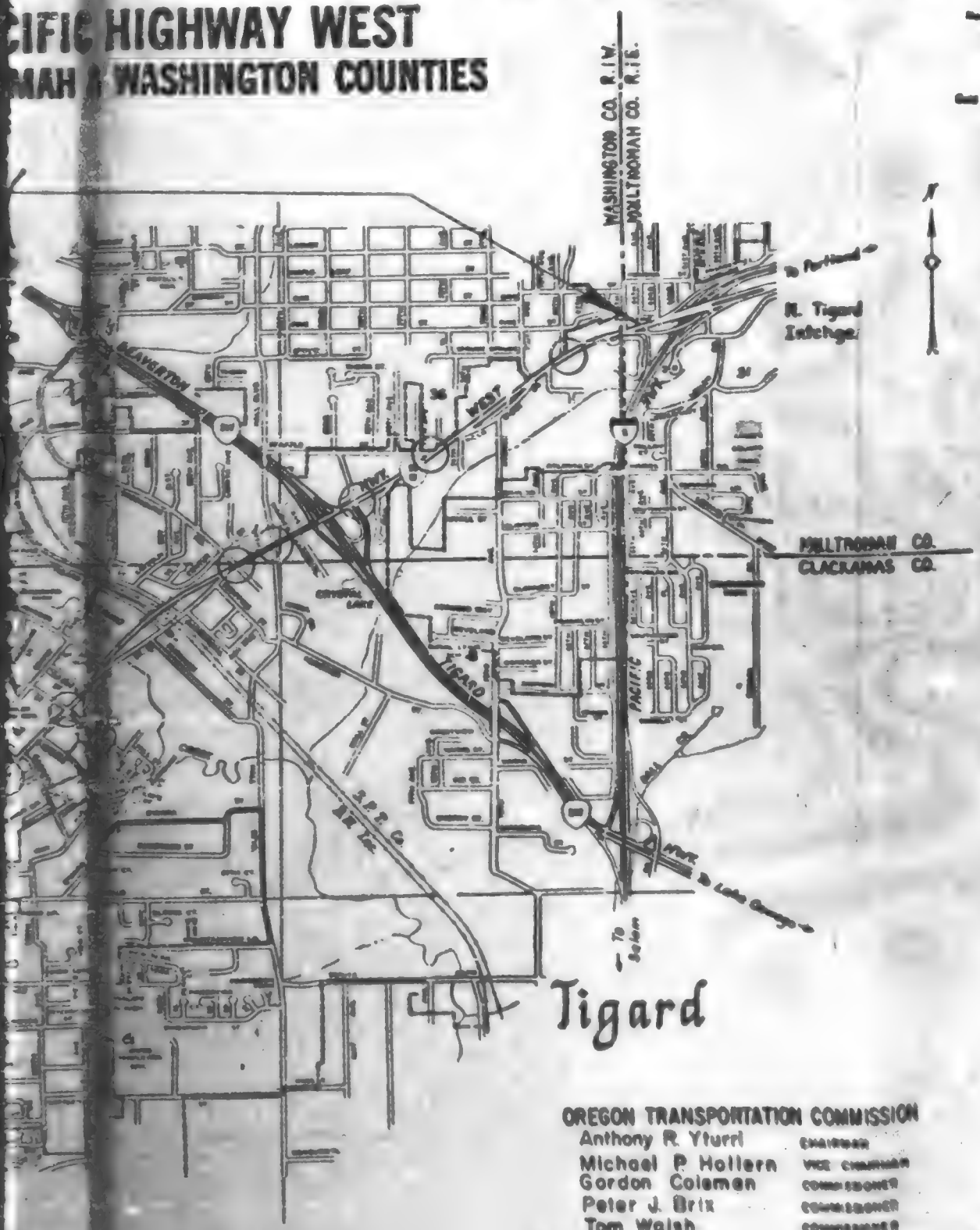
FAI-X

PRELIMINARY COPY
MAY 1 0 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

.W. BEEF BEND RD. (TIGARD) SEC.

CIFIC HIGHWAY WEST
MAH & WASHINGTON COUNTIES





PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER — H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER — E. S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

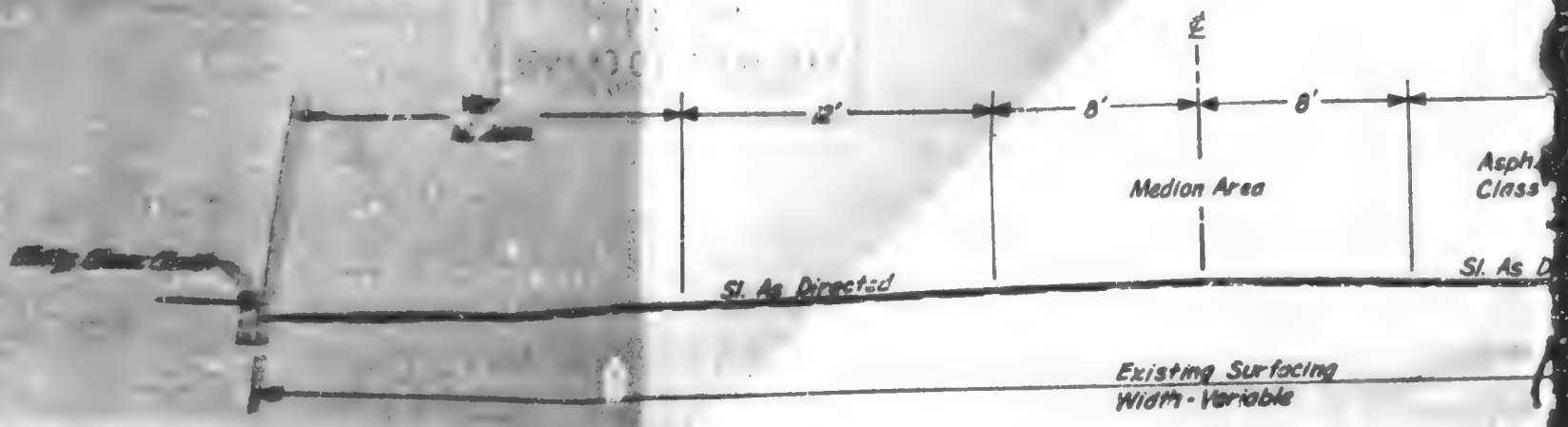
Anthony R. Yturri	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Fred B. Klabee	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

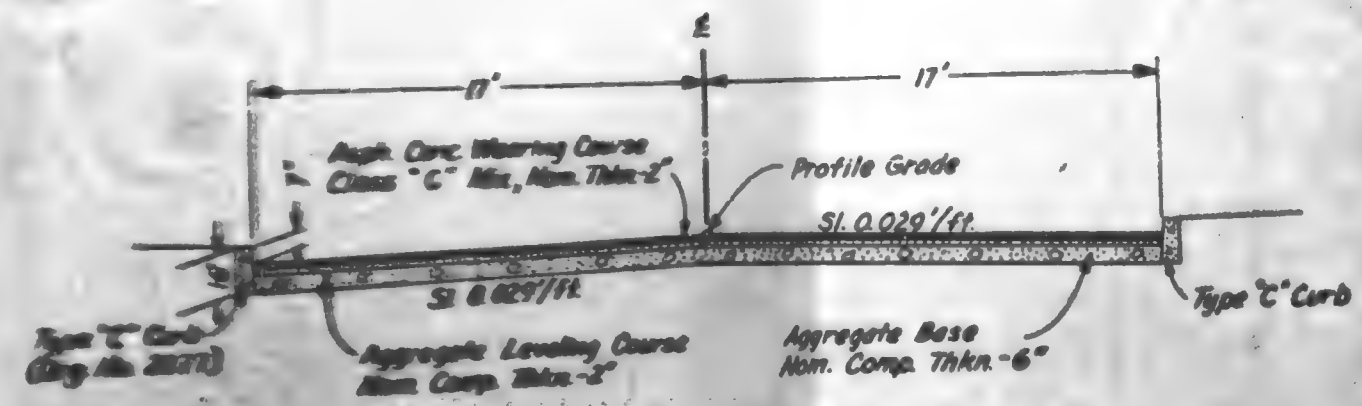
APPROVED:

DISTRICT ENGINEER — DATE

TYPICAL SEC

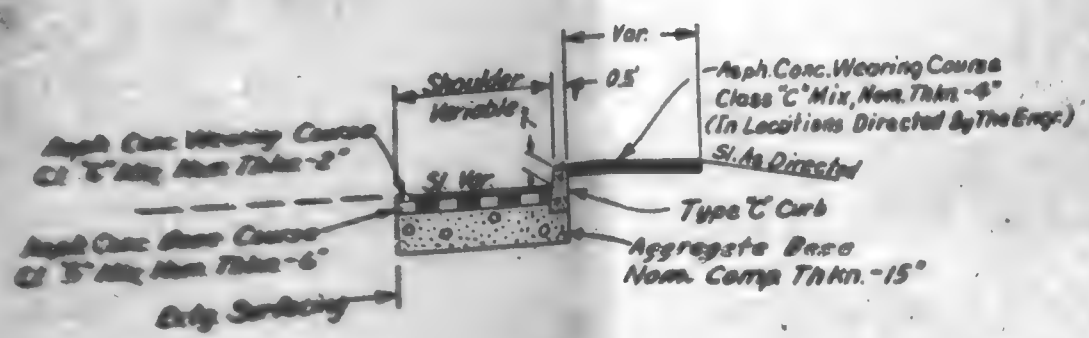


STA. 57+00 To STA. 70+50



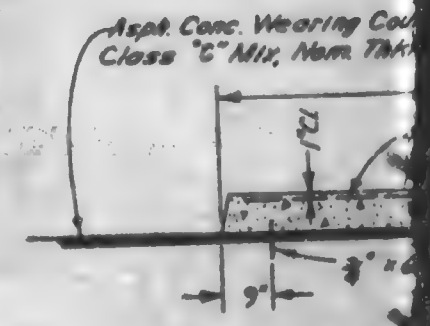
S.W. WALNUT STREET, LT.

STA. "WL" 3+50± To STA. "WL" 8+26.51



SECTION A-A

(For Location, See Sheet 4A)



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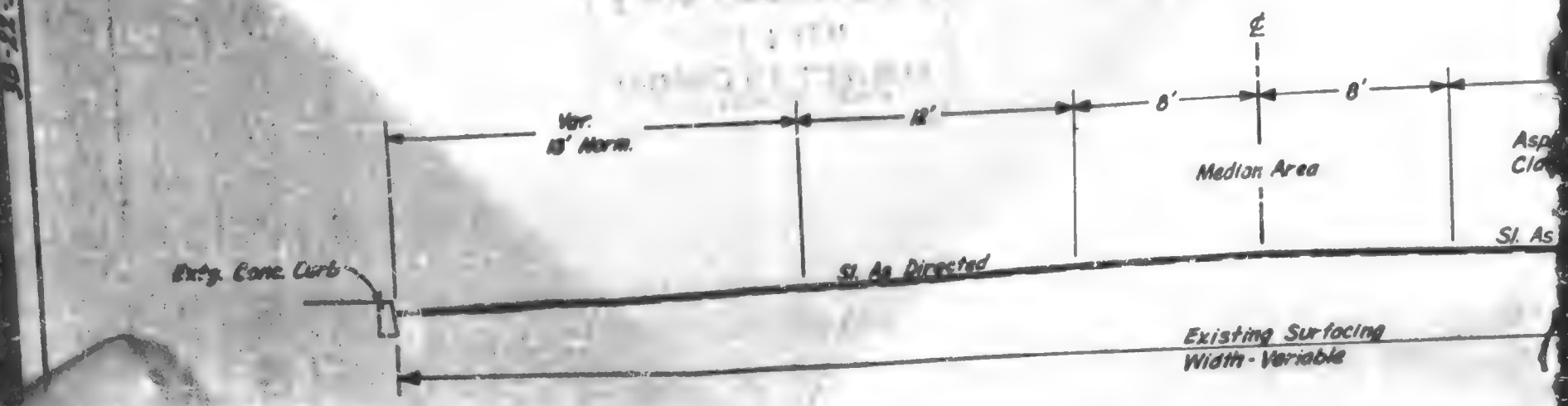
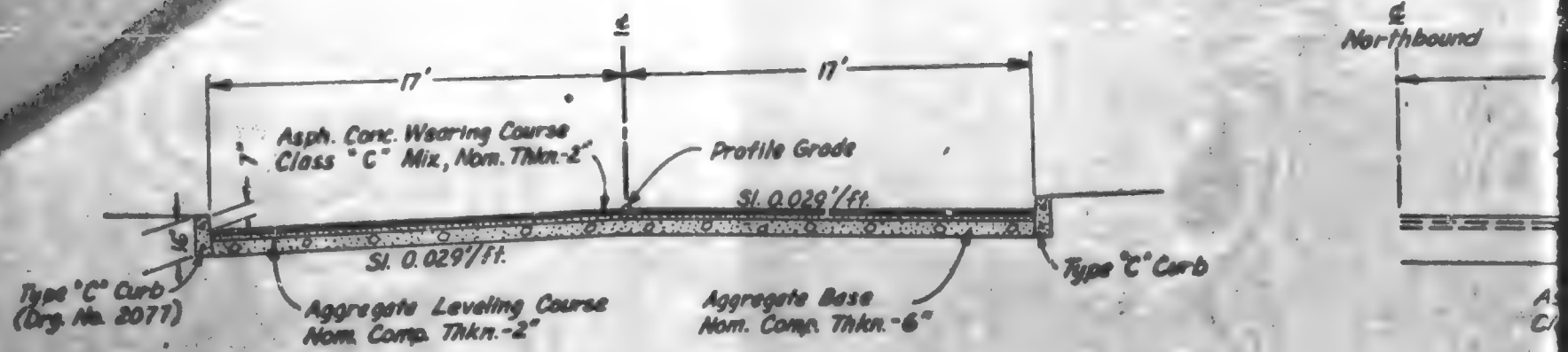
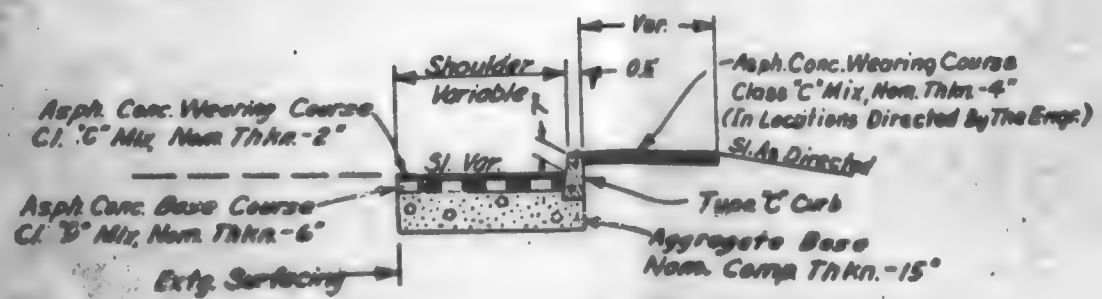


STA. 57+00 To STA. 70+50

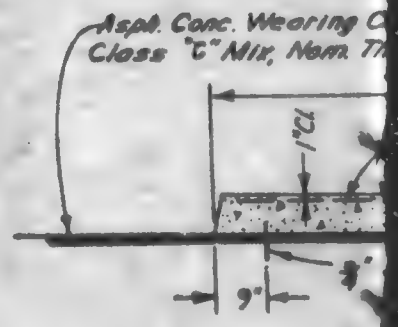


S.W. WALNUT STREET, LT.

STA. "WL" 3+50± To STA. "WL" 8+26.81



SECTION A-A
(For Location, See Sheet 4A)



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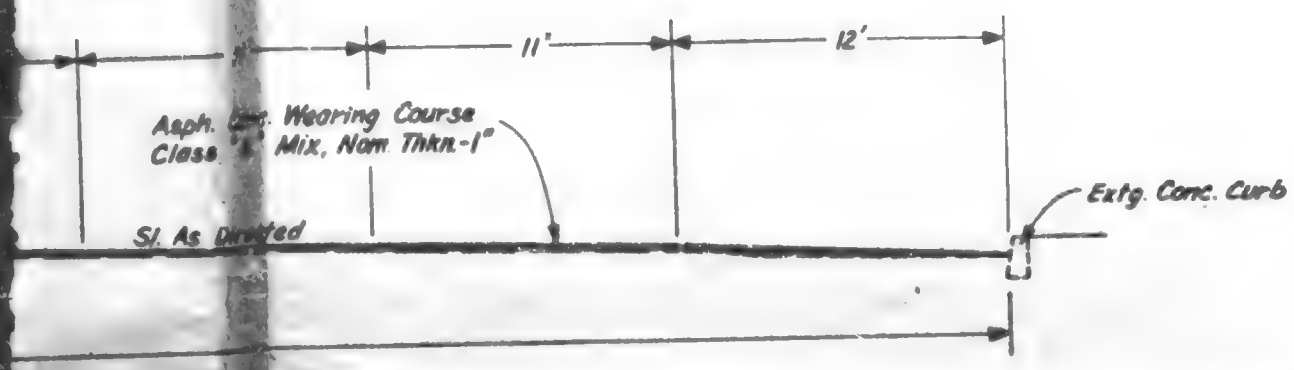
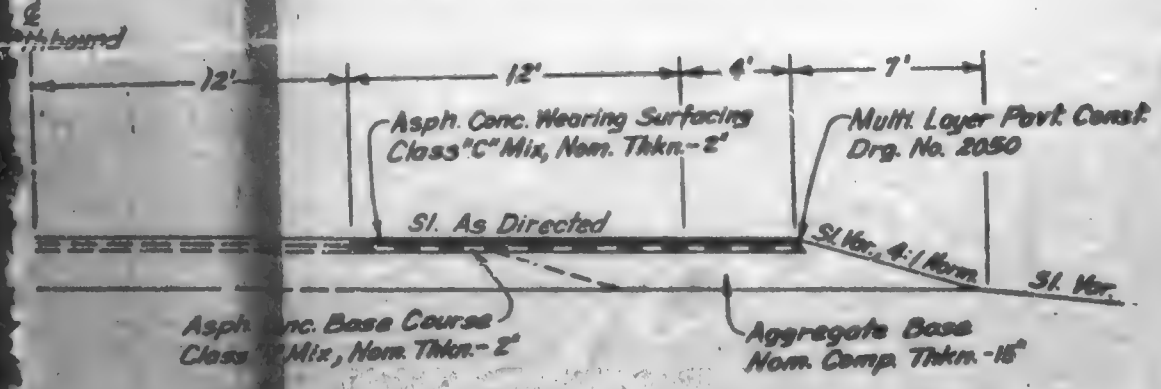
Harrison - Keller - Burks

E C T I O N S

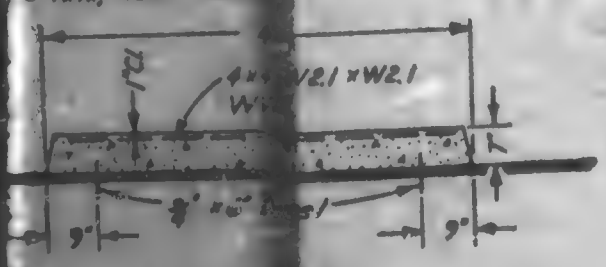
N. TIGARD INTCHGE.-S.W. BEEF BEND RD. (TIGARD) SEC. PACIFIC HIGHWAY WEST MULTNOMAH & WASHINGTON COUNTIES				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



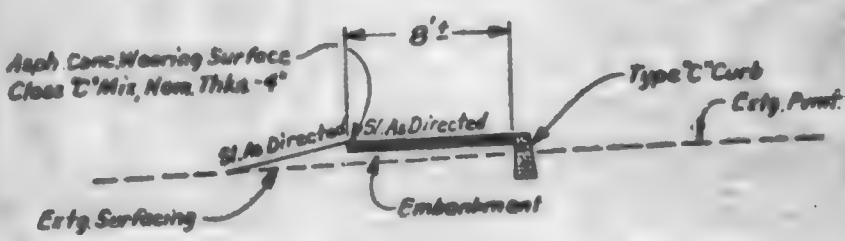
70+50



SECTION B-B
(For Location, See Sheet 5)



CONCRETE ISLAND
(For Details Not Shown See Drg. No. 2077A)
(For Location See Sheet 4A)



SECTION C-C
(For Location, See Sheet 4A)

9059

1 W

Salem, Oregon
May 18, 1979

A. D. Olson
Preliminary Design Engineer

Anthony J. George
Engineering Coordinator
Environmental Section

N. Tigard Interchange-
Beef Bend Road
~~Pacific Highway West~~
~~Washington County~~

In reply to your May 9, 1979, letter regarding noise mitigation.

There would be no apparent adverse impact to the road design by construction a GM shoulder barrier from Sta. 73 to Sta. 82+80 Rt. The estimated construction cost which includes removing the existing guardrail is $22,000.

The preliminary cost estimate for sealing the windows and providing adequate ventilation at St. Anthony School is $46,000. This estimate was made with the data at hand and hopefully is close enough for decision-making purposes. Obviously, a close inspection of the building will be necessary to determine the unexpected problems involved in ventilating the building.

ADO:ab

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 9, 1979

Salem, OR 97310

FILE:

FROM: Anthony J. George, Engineering Coord.
Environmental Section

TO: J. H. Versteeg
Design Section

SUBJECT: Noise Study Report
N. Tigard Interchange-Beef Bend Road
Pacific Highway
Washington County, Oregon

Our analysis of the above listed project indicates that noise mitigation could be implemented in two locations. Please analyze the mitigation presented below and provide us with engineering feasibility and cost estimates.

1. Concrete GM Rail (3 foot height) from Sta. 73 to Sta. 82 + 80 Rt. (end of structure). This rail would be intended to reduce noise levels at the four receptors closest to the roadway in this area. They are presently exceeding Federal design noise levels and are predicted to increase in the future.

2. Sealing windows and providing an adequate ventilation system at St. Anthony School - approximately Sta. 99 + 00 Rt. - Noise levels in the four classrooms at the front of the building are presently exceeding Federal design noise levels and are predicted to increase in the future. The school is constructed of brick, has windows the entire length of the building, and is approximately 150' x 110' outside dimension.

If your department determines that these mitigation methods are not feasible, that determination will be used in the final noise study report.

If there are any questions, please contact Tim Thex or myself.

AJG:brl

? 1 Versteeg ✓
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 10 1979
ROAD DESIGN SECTION

Do Not File ☐
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Bring Up ___/___/___
Action

34-1968

9659

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone: 238-8226

May 11, 1979

Ken Morss, Division Chief
Emergency Services
Tualatin Rural Fire Protection District
P.O. Box 127
Tualatin, OR 97062

Subject: North Tigard Interchange - Beef Bend Road
Pacific Highway West (99W)
Tigard TSM
Fire Protection Preemption

Dear Mr. Morss:

In regard to your inquiry on the above subject project, concerning signal preemption, we have reviewed the status of the project. Funding can be available through the project.

The project is being funded with 85% from the Federal Highway Administration (FHWA) and 15% from the City of Tigard. The Oregon Department of Transportation (ODOT) is responsible for doing the preliminary and final design, letting the contract and monitoring the contract. We will need a commitment from you on your intent to share in the cost of the project with the city. The agreement on match can be worked out with the city once the cost of the project has been determined by ODOT.

Traffic signal interconnect and emergency preemption are being incorporated into this design, however the particular types of systems have not been confirmed. An agreement between the Fire District and ODOT covering such items as maintenance, equipment replacement, user vehicles, etc. will be required.

The TSM project will extend from the North Tigard Interchange to Beef Bend Road. Signal work will consist of new signals, replacement of existing signals or reconstruction of existing signals. Preemption will be included in all signals within the system, including the McDonald Road system, now under contract.

If you have any further questions, feel free to contact me or the Project Coordinator, Ron Kleinschmit, phone number 238-7437.

D. R. Adams
Project Development Manager

NOTED
W. R. ZIRBES

RJK/PE

cc: Raeldon Barker, City of Tigard
bcc: L. E. George, E.L. Hardt, Hank Rodriguez, Max Klotz

NOTED
DWAYNE HOFSTETTER

Form 734-3122

9059

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 9, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Project Data Submission
Item No. 90185
Project No. IX-9-3(8)
N. Tigard Intchge.-Beef Bend Rd. (Tigard) Sec.
Washington County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 26, 1979.

I request transfer of Interstate Substitution General Funds for construction of the project, as we intend to request PS & E authorization July 3, 1979. This action will involve an estimated total cost of $950,000 with Federal Funds in the amount of $807,500.

This request is based on the January 10, 1978 letter to you from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:tmw

Attachments

cc: R. N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
[redacted] w/att.

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-9-79

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 99W, Jct US I-5 to Beef Bend Rd (Tigard) 65	ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME					
				29,000	43,000	99	10	Oregon					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Traf. Signals, Channelization 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)(70)	DA CLASSIF. (71)	DA AREA (72)	EMERG. YR. (73)(74)	PL. AUTH YR (75)(76)	PROJECT NUMBER PREFIX LETTER(S) 14 IX- 23	NUMBER 7 9-3			
CARD 1	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded						COUNTY NAME Washington						
	NAME OF URBAN AREA 17-31 Portland						ROUTE NO. P	FEDERAL-AID 9 (32)	STATE 1W (36)(37)	U.S. --			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS 85% (67)(76)	STATE FUNDS	OTHER FUNDS City
1	(1415)	(16)	41	42								
5					PE							
5					ROW							
5					CONST (CODE) Y008 Y031		"N. Tigard Intche.- Beef Bend Rd. (Tigard) Section"	0.0	950,000	807,500	- - -	142,50
							PROJECT TOTALS	0.0	950,000	807,500	- - -	142,50

(10) (23)(24) (33)

CARD 1	CODE 1	PREPARED BY	JLG
1	14	PROGRAM APPROVAL DATES	10-18-78

REMARKS

Additional Data:
No. IX-9-3(4).

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-9-79

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
99W, Jct US I-5 to Beef Bend Rd (Tigard)	ADT	29,000	43,000	99	10	Oregon	41	823	90185

WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
annelization								IX-	9-3	(8)		

Interstate Substitutions General Funded

Portland

COUNTY NAME: Washington — CODE: 067

ROUTE NO. P — FEDERAL-AID: 9 — STATE: 1W — U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
E								Util. adj. as req.
OW								
ONST (CODE) Y008 Y031		"N. Tigard Intche.- Beef Bend Rd. (Tigard) Section"	0.0	950,000	807,500	- - -	142,500	ROW-110' nominal; Access Control-none; Parking Restriction-complete.
JLG		PROJECT TOTALS	0.0	950,000	807,500	- - -	142,500	

APPROVAL DATES: 10-18-78

REMARKS: Additional Data: Item No. 80110; Project No. IX-9-3(4).

-over-

USCOMM DUSCOMM-DC 46905-P61

N. TIGARD INTCHGE.-BEEF BEND RD. (TIGARD) SECTION
PROJECT NO. IX-9-3(8)

REMARKS - continued.

Project Data: The work under this project consists of install traffic signals at the following five intersections:

1) S.W. 69th Ave.
2) S.W. Pfaffle St.
3) Hwy. 217 N.B. exit ramp
4) Walnut St.
5) Park St.

Replace existing traffic signals at the intersections of S.W. Hall Blvd. and at Greenburg Rd. Update all existing controllers remaining in place and install interconnected traffic adjusted system for synchronizing the 16 signals (includes new) within the project limits. Channelize intersections where directed and perform incidental work common to this type of project. Adjust utilities as required.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 9, 1979.

Note: 1) Included in CRAG (MSD) FY '79 TIP/AE on pg. 134 No. 307.

2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

Data for PR-37:

Type Code Y008---Channelization --- $142,000

Type Code Y031---Traf. Signals --- $808,000

9059

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

IW

5-7-79

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-9-3(4)
Project Name N. Tigard Interchange - Beef Bend Road, Pacific Highway West

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

cc: C.T. KEASEY
D.E. SWAN
R. TRYGSTAD

Signed at Tigard, Oregon, this 7 day of May, 1979

City of Tigard

Certified By:

Regional Right-of-Way Supervisor
Date 5-11-79

Mayor

Doris Hanks
City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

9059

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services DEPT. 238-8231 TELEPHONE

TO: D. H. MOEHRING
Ass't. State Highway Engineer

DATE: April 26, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Progress Interchange Ramp
Prefix; 134-1930

Gary Zehner asked if there were adequate funds approved by MSD for three projects that will be going to bid soon.

The answers I have been able to dig out are as follows:

Progress Interchange Ramp

Unobligated	F.F.	=	Total Funds
E(4)	$252,761		$297,366
FAU	207,934		236,289
			$533,655 - Sub-Total
Obligated FAU Funds	$123,600	=	$143,721
			$677,376 - Funds for Project

The most recent construction estimate including E & C is $493,000. The P.E. & R/W costs through March are $126,000. There will be some additional costs yet before the project is bid, but it appears the funds will be adequate.

S.E. Morrison Bridge Ramp

Bill Pettis of MSD advised me by phone that MSD now has $172,036 federal funds authorized for this project. This includes $9,000 for P.E. and $163,036 for construction. Our latest estimate is $23,000 total dollars for P.E. and $140,000 total dollars construction, for a total of $163,000. Since the authorized federal funds equate to $202,395 total dollars, we appear to be well within the authorization.

[redacted]

This job consists of two projects, N. Tigard Interchange-Bull Mountain Road (City of Tigard e(4),)and Pacific Highway West at Beef Bend Road (State signal project with FAP funds) that were combined to simplify signal interties and construction.

MSD has authorized the following amounts for the City of Tigard project:

Obligated	$ 68,640	
Unobligated	912,269	(as of Sept. 30, 1978)
	$980,909	Federal Funds
	= $1,154,000	Total Funds

The Beef Bend Road signal was approved in our Six Year Improvement Program for $40,000 (PMS Run shows $75,000), which brings the total money for the entire project to $1,194,000.

The latest cost estimates are $80,000 P.E. and $1,090,000 construction, for a total of $1,170,000, which is within the authorization.

pq

cc Don Adams
Ted Spence
Jim McClure
Bill Pettis
Ron Kleinschmit
Chuck Pietrok
Dave Long

1051

GENERAL FILES

DATE: April 4, 1979

TO: OREGON TRANSPORTATION COMMISSION

ORIGINAL SIGNED BY H. S. COULTER

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Interstate Transfer Project Request

On the Consent Calendar for the April 17 meeting will be a request for approval of a project utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

The City of Tigard is requesting a $950,000 project to install traffic signals, provide an interconnected signal system and provide intersection channelization on a 3.2 mile segment of Pacific Highway West.

Interstate Transfer funds for this project are estimated at $807,500 with City of Tigard providing all of the required $142,500 of local match.

This project has been investigated and is eligible for funding. I recommend your approval of the project and request authorization to sign the necessary agreements for and on your behalf.

Attachments

GEZ:pf

bcc: F. B. Klaboe
C. W. Head
L. W. Rullen
E. S. Hunter
D. H. Hoshuring
R. L. Schroeder
C. T. Keasey
J. H. Verstoeg
E. L. Hardt
G. W. Wimer (3)
George Bell
R. N. Bothman

CITY OF TIGARD
Proposed Interstate Transfer Project

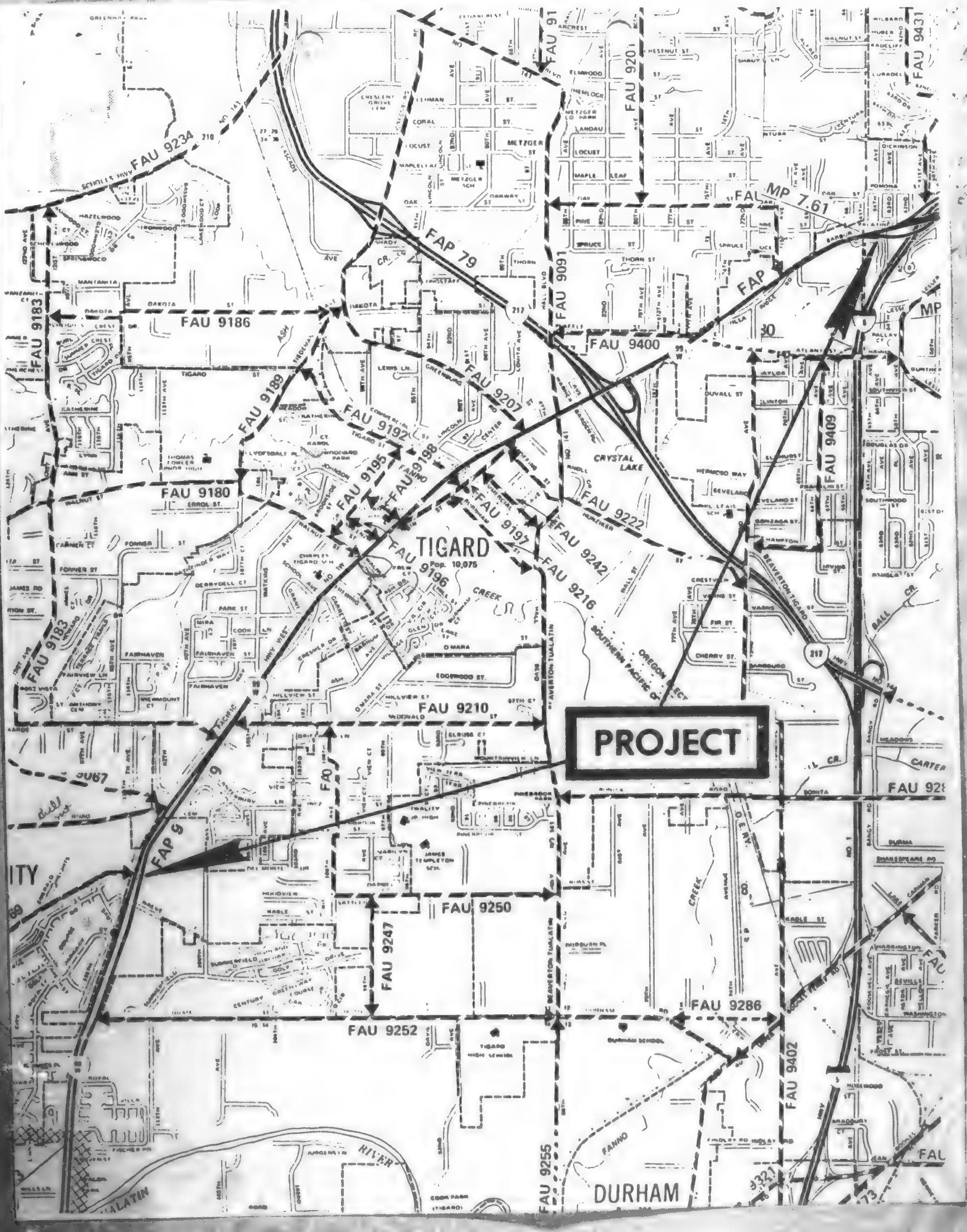
N. Tigard Interchange-Beef Bend Road Section
Pacific Highway West
Grade, Pave, Signals, Signing & Striping
3.2 miles
$950,000

This project entails all the work and costs to improve a 3.2 mile segment of Pacific Highway West. The project will provide intersection channelization and improvements, new traffic signals, replacement of existing signals at two intersections and interconnection and sychronization of all signals within the 3.2 mile section.

State will perform construction engineering.

The Transportation Commission previously approved the preliminary engineering phase of the project on December 15, 1977.

79-d
4/3/79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FAU 9286
FAU 9402
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STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services
DEPT.

238-8231
TELEPHONE

DATE: March 19, 1979

TO: L. E. GEORGE
Traffic Engineer

FROM: TOM SCHWAB
Trans. Analysis Engineer

SUBJECT: North Tigard-Beef Bend Road Section
Pacific Highway West, Tigard TSM
Proposed Traffic Signal Improvement

APPROVED 3/20/79
TRAFFIC ENGR.

The intersection of Pacific Highway West and Beef Bend Road is to be signalized as part of the Tigard TSM project. The existing roadways form a "T" type intersection with a private driveway directly across from Beef Bend Road. The signal was to be designed as a three phase half-signal with the northbound Pacific Highway traffic flowing freely at all times.

Recent FHWA request that a signal head be included for all traffic signal revisions at a "T" type intersection where access exists opposite the approaching street or roadway unless a thorough engineering analysis indicates that such a signal head is not necessary.

It is estimated that there will be four or five entering trips per day from this private driveway which serves one house. The right turn is not hazardous because of adequate sight distance, and the left turn and crossing maneuvers are relatively safe because of the wide median refuge.

A signal head for this private approach would not significantly add to the safety of these movements. It would cause occasional stoppage of northbound highway traffic and this would be both hazardous because of the rear-end potential, and costly because of the difficulty of stopping and starting on the five percent grade.

In view of these factors, it is recommended that a signal head not be installed for this approach.

c.c. Versteeg

1 Versteeg
Anderson
2 Christensen
3 Olson
Sullivan
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ROAD DESIGN SECTION

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DWAYNE HOFSTETTER

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HIGHWAY DIVISION 378-6558

March 14, 1979

J. B. Boyd
Right of Way Manager

J. H. Vanteeg
Road Design Engineer

File 30519
N. Tigard Intch.-Roof Road Road Sec.
Pacific Highway West
Washington County

Attached is a description, an authorization, and prints for the subject project, which is scheduled to be let in August of this year.

By:

W. H. Wakerlig
R/W Description Engineer

WHW:cj
Attachments

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services — DEPT.

238-8231 — TELEPHONE

DATE: March 2, 1979

TO: ROBERT ROUNDS
Right-of-Wau Description Engineer

FROM: KEN D. LIMBOCKER
Metro Design Engineer

SUBJECT: N. Tigard Interchange-Beef Bend Road
Pacific Highway West (99W) Tigard TSM
Hall Boulevard - R/W Acquisition
34-1968-909
Map 5B-24-2

Submitted are 1"=50' and 1"=20' drawings showing a right-of-way requirement at the northeast corner of 99W and Hall Boulevard. This project is scheduled to be let in August of this year.

Please have the property descriptions prepared.

PEH:pq

Attachments

NOTED
ROBERT R. ROUNDS
MAR 7 1979

34-1968

STATE OF OREGON

INTER-OFFICE MEMO

ODOT - Metro
DEPT.

238-8226
TELEPHONE

DATE: March 1, 1979

TO: M.J. Klotz
Technical Services Engineer

FROM: J.D. McClure
Project Development Engineer

SUBJECT: N. Tigard Interchange - Beef Bend Road
Pacific Highway West (99W) Tigard TSM
Hall Blvd.-R/W Acquisition

Attached is a sketch of the Hall Blvd.-99W intersection in Tigard. Our proposed design which eases the turning radius requires the purchase of R/W.

Ron Kleinschmit and Raeldon Barker, City Administrator for the City of Tigard, met with the property owner as suggested by Ken Rolfe, Region R/W Supervisor, to discuss the matter.

Ms. Hoffarber reviewed the sketch and the property with Ron and Mr. Barker, on February 27. Ms. Hoffarber appeared to agree that the area of taking would not adversely affect her property, and that the proposed driveway and sidewalk work would be an improvement to the surroundings.

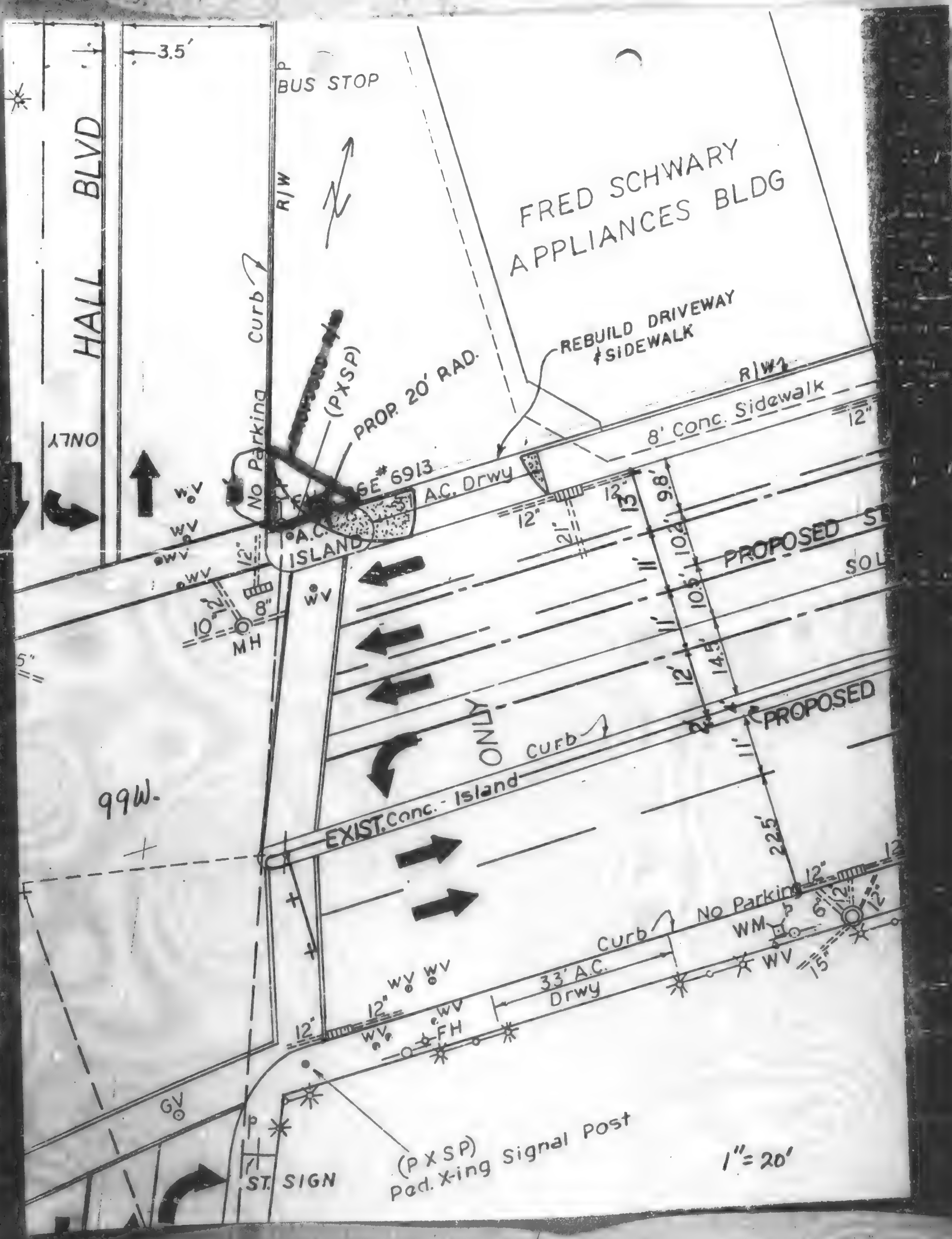
Would you please activate the R/W acquiring procedure so the project can remain on schedule as designed.

Ms. Hoffarber and/or her lawyer will be in contact with Ron, through the city, in a week or so to see if we plan to commence with the R/W purchase.

Ms. Esther Hoffarber
12005 S.W. Hall Blvd.
Tigard, OR Telephone: 639-1468

JDM/RK/PE

cc: D.R. Adams
P. Hailey
R. Kleinschmit


HALL BLVD
3.5'
BUS STOP
R/W
Curb
FRED SCHWARY
APPLIANCES BLDG
REBUILD DRIVEWAY
& SIDEWALK
PROP. 20' RAD.
(PXSP)
No Parking
ONLY
R/W
8' Conc. Sidewalk
12"
A.C. Drwy
SE # 6913
A.C.
ISLAND
WV
12"
8"
MH
PROPOSED
PROPOSED
ONLY
Curb
EXIST. Conc. - Island
99W.
225'
No Parking
Curb
WM
33' A.C.
Drwy
FH
GV
P
ST. SIGN
(P X SP)
Ped. X-ing Signal Post
1" = 20'

7057 ~ 1968 IW

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone: 238-8226

January 13, 1979

G.L. Green, Division Administrator
Federal Highway Administration
Salem, OR 97310

Subject: Oregon Project IX-9-3 (4)
North Tigard Interchange
Beef Bend Road
SW Pfaffle Street - 99W Intersection

We have reviewed the proposed Pfaffle Street signalization per your letter of January 9, 1979. Our capacity analysis of the Pfaffle Road - 99W intersection has indicated that this location will operate at a level of service "C" after signalization. The through traffic movement on 99W at Pfaffle requires approximately 70% of the total available green time, as it does on Hall Boulevard. However, unlike the Hall Boulevard intersection, the side street demand on green time is a minimum and no left turn phasing is required on any approach.

Robert N. Bothman
Administrator

RNB/RJK/PE

cc: D.H. Moehring, Manager
Gary Potter
E.L. Hardt

bcc: J. D. McClure
T. H. Schwab
R. J. Kleinschmit
M. J. Klotz

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STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8226
TELEPHONE

DATE: January 17, 1979

TO: J.H. Versteeg
Head, Engineering Section

FROM: J.D. McClure
Project Development Engineer

SUBJECT: North Tigard Interchange - SW Beef Bend Road
Pacific Highway West (Tigard TSM)
Washington County

We have gained FHWA concurrence on a revised assessment for the subject project to a category 3 non-major action.

The reassessment enables the project now to proceed through final design and the PS&E stages scheduled for June 1979. No right-of way acquisition is anticipated for this project.

Ken Limbocker has submitted the preliminary engineering design for the project, Ron Kleinschmit, of my staff, is the assigned Project Coordinator and has been working closely with the City of Tigard, since this is a city project.

I would appreciate your staff keeping Ron advised through the final design phase and channel most questions and concerns through him.

JDM/PE

Attachment

cc: L.E. George
Frank Terpin
Bill Zerbes
Bill Irwin
Bill Cole
D.R. Adams
K.D. Limbocker
Tom Schwab
Ron Kleinschmit

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Form FHWA 121 (Rev. 5-73)

9059

FAH

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 9, 1979

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project IX-9-3(4)
N. Tigard Interchange-Beef Bend Road
Pacific Highway West (99W)
Revised Project Assessment
Washington County

FROM : G. L. Green, Division Administrator

TO : Mr. D. H. Moehring, Manager
Office of Project Management
Oregon Department of Transportation

The information submitted with Mr. Bothman's December 28, 1978, letter has been reviewed. Based on the data contained in the submission, we concur with your finding that the proposed project constitutes a non-major action.

The "Traffic Analysis Report" and the "Preliminary Design Study Report" appear to support the need for the project. However, the second paragraph on page 7 of the "Preliminary Design Study Report" indicates a capacity problem presently exists at S.W. Pfaffle Street. If this is true, it is suggested that the intersection be reviewed in detail to determine if the capacity problem can be resolved.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

cc:
Bothman (ODOT)
✓Potter (ODOT)
Hardt (ODOT)

Environmental Section
January 11, 1978

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
R. N. Bothman
Ed Hardt
Bill Geibel
Jef Kaiser
Gerald Wimer
B. L. Gifford (2)

PROJECT MANAGEMENT
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9059.

STATE OF OREGON

INTEROFFICE MEMO

IW

ODOT METRO
DEPT.

238-7437
TELEPHONE

DATE: December 19, 1978

TO: MEMO TO FILE

FROM: RONALD J. KLEINSCHMIT
Project Coordinator

SUBJECT: North Tigard Interchange - Beef Bend Road
Pacific Highway West (99W) Tigard TSM
ID Team - Design Team
December 18, 1978

Attendees:

Don Adams
Jim McClure
Max Klotz
Ken Limbocker
Gary Kennen
Paul Hailey

Ron Kleinschmit
Tom Loeber
Ben Rathod
W. E. Cole - Design Supervisor (Salem)
John Irwin - Signal Design Engineer (Salem)

A project ID Team meeting was held to review the project prior to submittal to Salem Design. Mr. Cole and Mr. Irwin were present to address deficiencies in location information. Paul Hailey, Metro Design Leader, presented the project and explained the purpose.

Following are items discussed:

1. Beef Bend Road signal will be intertied. Beef Bend Road signal will be installed under this project.

Funding - TSM for intertie, Title II for signal

2. No new curb work anticipated under this project at 72nd Avenue connection or frontage road southwest of Park Street.

3. New and existing walks will have pedestrian ramps.

4. The free flowing ramp at Fred Meyer should be eliminated with the progressive signal system.

5. Tom Schwab will review plans and incorporate appropriate channelization at such places as Phaffle Street. He also will locate signal poles, signal heads and possibly pedestrian signal heads on plans.

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6. Paul Hailey will work up a 1":50' detail map for the project to cover all utilities. Overhead and underground routes for intertie will be explored. Gary Kennen will request estimates from utility for use of their poles.

7. All areas will be checked for possible improvement to curbs and access within the funding range.

8. A meeting with the city of Tigard on the Johnson-Main commercial development, the Park Street commercial development and the 72nd Avenue and 217 development will be held.

9. Emergency vehicle pre-emption will be explored as to uses and designs of programing by Ron Kleinschmit.

10. Surfacing conditions will be checked in areas requiring loop detectors.

11. A construction finance agreement will be written, outlining funding of construction, maintenance, and operational expenses.

lh

cc: ID Team
W. E. Cole
J. Irwin
W. Geibel

9059

LOCATION AND PRELIMINARY DESIGN STUDY REPORT

11-30-78

For

North Tigard Interchange--Beef Bend Road

Pacific Highway West (99W)

Tigard TSM Project

Prepared by the Metropolitan Design Section

Oregon Department of Transportation

November 30, 1978

4-2-79
Rec'd FROM TRAFFIC

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Traffic Signals 7
Turning Movements 7
Traffic Safety 8

Environmental Impact 8

Economic and Social Impact 9

Design Narrative 10

Description of the Project

The section of Pacific Highway West (99W) from North Tigard Interchange to S.W. Beef Bend Road is a heavily-congested four to five lane primary state highway forming the main thoroughfare of Tigard in east Washington County. The proposed project is 3.2 miles long.

State Highway 99W is a major north-south highway linking many of the cities of the Willamette Valley. The construction of I-5 removed some traffic from 99W, but it retains increasingly heavy commercial, commuter, and recreational use. Rapid commercial and residential growth in Tigard (Population 11,000), mostly centered along 99W, has caused a serious congestion problem.

The proposed project would add five new signals, synchronize the signal system through Tigard, install reflectorized striping, realign one city street and provide for better turning movements at two intersections.

The project is a TSM project, the first of its kind in this region, which uses funds formerly set aside for the defunct Mt. Hood Freeway. Authorization for the project is $850,000, of which 86% will be federal money and 14% will be from Tigard city funds.

Purpose of the Project

The Transportation Systems Management (TSM) program was developed in order to build a series of roadway and transit projects that could be implemented quickly at relatively low cost. The intent is to achieve more efficient utilization of existing transportation facilities. Types of improvements generally include the addition of safety features such as signalization, striping and signing, and traffic improvements designed to improve flow and reduce congestion.

The primary aims of this project are to reduce traffic accidents and delays throughout this highly congested corridor, improve traffic flow, lessen conflicts between through and local traffic, and to improve capacity and safety by reducing left-turn conflicts. It is hoped that the improvements will benefit all four types of traffic: Through, local commuter, shopping, and commercial.

Project Development

This section of 99W has been heavily congested for at least a decade. Proposed improvements were recommended as early as 1971 in a traffic safety study by Cornell, Howard, Hayes and Merryfield.

In April 1977 O.D.O.T. recommended to C.R.A.G. that $5,000,000 of the transfer funds from the withdrawn Mt. Hood Freeway be set aside for a regionwide Transportation Systems Management (TSM) Program. C.R.A.G. Resolution BD 770508 established a $5,000,000 reserve of Interstate Transfer funds to provide the federal share of TSM projects. C.R.A.G.'s policy has been to use these funds to alleviate problems in critical highway corridors by readily-implemented, relatively low-cost improvements such as signing, signalization, striping, and park-and-ride stations. Part of the funding is

to come from matching funds from local jurisdictions. It is O.D.O.T.'s policy to not participate in TSM project funding even if a proposed project involves a state facility.

State and local agencies have located a number of possible TSM projects. In April of 1977 the City of Tigard filed an application to C.R.A.G. for Interstate Transfer Project Funding of proposed improvements on 99W. The proposal included installation of eight new signals, computer synchronization of signals, a raised landscaped median from I-5 to Bull Mountain Road to prohibit left turns except at controlled intersections, bus pull-outs, and possible intersection improvements. All of these suggested improvements were aimed at providing safer, more-regulated traffic progression. Estimated cost was $850,000.

C.R.A.G. recognized the problem on 99W as a critical problem of regional consequence. The City of Tigard agreed to provide local matching funds from its System Development Fund. C.R.A.G. Resolution BD 770707, adopted August 4, 1977, set aside $731,000 for the project, making a total of $850,000 allocation.

An agreement covering engineering and project development was signed December 15, 1977. It provides for the state to perform all preliminary engineering, preparation of contract plans, and construction engineering. Citizen involvement is the joint responsibility of O.D.O.T. and the City of Tigard.

Committee and Citizen Input

Meetings between O.D.O.T. and City of Tigard personnel began in January 1978. An O.D.O.T. Project Coordinator was assigned to the project. A Technical Advisory Committee (T.A.C.) was formed, composed of representatives from O.D.O.T., Tri-Met, and City of Tigard Planning Department. A Citizen's Advisory Committee (C.A.C.) was formed and meetings began in April 1978. C.A.C. membership included Mayor Bishop, Tri-Met, Tigard City Council and Planning staff, Tigard Police Department, Tigard Fire Department, Chamber of Commerce, Neighborhood Planning Organizations, and members at-large.

Two main project goals were developed by the T.A.C.:

1) To achieve a more efficient utilization of the facility by traffic engineering and operational improvements designed to reduce congestion, facilitate flow of all types of traffic and improve overall highway safety for both people and vehicles.

2) To accomplish the TSM improvements without jeopardizing future plans, options or alternatives. The first goal is aimed at giving equal status to all of the four basic types of traffic: Through, local commuter, shopping and commercial. The second goal is directed at City of Tigard concerns that the project be compatible with their future planning.

Four T.A.C. meetings and three C.A.C. meetings were held between January and September 1978 in order to gain input from as many interests as possible, and to put together the best possible project. A public informational meeting was held in July. Many concerns and suggestions have arisen from these meetings.

There has been active citizen and business support for additional signalization and signal synchronization. It is recognized that this will "platoon" the traffic and create gaps which will permit easier access to and egress from 99W.

Much discussion centered around having a raised median, with or without landscaping, and possibly in conjunction with U-turn slots or combination bus pullout-U-turn slots. A raised median would channelize traffic and require traffic to turn at signals. The original proposal to C.R.A.G. indicated a raised median throughout the project. Later, it was felt that it should be limited to sections that presently do not have a high degree of mid-block access points, such as S.W. 71st Ave. to S.W. 74th Ave. and Highway 217 to S.W. Greenburg Road. Several combinations of raised median continuous left-turn lane were discussed.

Questions were asked about the safety of a raised median compared to a continuous left-turn lane. O.D.O.T.'s reply was that recent studies show no definite evidence either way. The raised median shifts accidents to intersections and changes the types of accidents.

Businessmen generally have been highly opposed to the raised median concept, with or without provision for U-turns. Some felt it would make it difficult or impossible for trucks to turn in or out of commercial driveways. The Tigard Fire Department presently uses the open median lane and is opposed to any raised median. At the public informational meeting most persons present were opposed to a raised median, but favored signalization improvements while retaining the existing continuous left-turn lane. O.D.O.T. traffic analysts came to feel that long sections of raised median were not justified from a traffic standpoint. The predicted benefits do not justify the expense. The U-turn concept, to be used in conjunction with raised median, was also felt to be undesirable due to minimal turning room and insufficient storage at U-turn locations.

There is a new development going in the triangular piece of property bordering Watkins Avenue, Park Street and 99W. There was much discussion about where signals should be, at Park Street or at the entrance to the shopping center, and possible re-alignment of Park Street. O.D.O.T. personnel felt that Park Street realignment would be costly due to right-of-way, as well as unnecessary. Final consensus, considering the wishes of local residents and spacing requirements for proper signal phasing, was that the new signal should be in at Park Street. There are now tentative plans by the developer to put an access on S.W. Park Street. If so, the developer may increase the curb radius on the westerly side of Park at its juncture with 99W.

Input from Tri-Met as to possible bus turnouts was totally lacking. A bus turnout at the Park Street development will be built by the developer at his expense.

It has been suggested that the pedestrian actuated signal at Garrett St. was unnecessary and could be removed. However, there was much neighborhood objection to this idea.

Tigard city planners had indicated that Southwest Villa Ridge Way was the scene of numerous accidents caused by its acute angle of intersection with 99W. Suggestions to help this situation included closing the north end, making it one-way, extending it northward to S.W. 69th Avenue, and extending S.W. 72nd Avenue to connect directly to 99W. The latter idea was discarded because of traffic problems, insufficient storage length, and a substantial grade difference. The other ideas did not seem to fit into the T.S.M. concept.

Shortcutting through business parking lots to avoid signals was pointed out as a major traffic problem. This occurs frequently at S.W. 71st Ave. through the Fred Meyer lot, and at S.W. Greenburg Road through the Bucher Realty lot. This problem could be solved only by costly purchase of long-standing driveway accesses.

Other suggestions included curb and sidewalk improvement, additional lighting, a park-and-ride lot, and pockets of landscaping.

Alternative Plans

During the early stages of project development three "Build" alternatives, as well as the "No-Build" alternative were put together for discussion purposes. All of the "Build" alternatives included the addition of six new traffic signals, removing one signal, updating the signals at Hall Boulevard and Greenburg Road, computerized traffic signal synchronization, and installing reflectorized striping.

Alternative 1 was a combination raised median-continuous left-turn lane plan. A curbed, landscaped median extended from S.W. Gaarde Street to Highway 217 with openings for left-turn and U-turn movements. The portion northerly of Highway 217 had a continuous left-turn lane, with the exception of a portion in front of the Fred Meyer shopping center. Median areas were to be planted, probably with juniper, with red concrete surfacing at left-turn areas. Combination bus turnouts-U-turn slots were proposed at signalized intersections. S.W. 72nd Ave. was extended to 99W and Villa Ridge either terminated at its southerly juncture with 99W or made one-way northbound. The Fred Meyer entrance and traffic signal were to be moved to be opposite relocated 72nd Avenue. Estimated cost of this alternative was $935,000.

Alternative 2 was a continuous raised median plan. A curbed, landscaped median extended from S.W. Gaarde Street to S.W. 64th Ave., with openings for left-turn and U-turn moves. Median area was to be landscaped, S.W. 72nd Ave. extended to 99W, and combination bus turnouts-U-turn slots built at signalized intersections as in Alternative 1. Estimated cost was $1,000,000.

Alternative 3 made use of a continuous left-turn lane extending throughout the project, similar to the existing road. This "bare-bones" plan included only signal work, bus turnouts, and reflectorized striping. Cost was estimated at $620,000.

Alternative 4, the "no-build" alternative left the highway as it is. Funds set aside for this project would then have been used to improve another facility.

As further committee input was gathered, traffic analysis refined, and cost figures developed, the "Build" alternatives were refined to two, Plan 1A and Plan 3A. These two alternatives were presented at the public meeting and Tigard City Council meetings.

Alternative 1A was a downscoping of Alternative 1. It included reflectorized striping, computerized traffic signal synchronization and adding signals at S.W. 69th Ave., S.W. Pfaffle St., Highway 217 northbound exit, S.W. Walnut Place, and at the entrance to the proposed Park Street development. Signals at S.W. Hall Blvd. and S.W. Greenburg Road would be replaced with newer models that can be synchronized. Existing signals at S.W. 64th Ave., S.W. 72nd Ave., at the drive-in theatre entrance, Highway 217 southbound exit, S.W. Johnson St., S.W. Garrett St., and S.W. Bull Mountain Road would remain. This plan featured a continuous left-turn lane from S.W. 64th Ave. to S.W. Hall Blvd., a raised median from Hall to S.W. Johnson St., continuous left-turn lane from Johnson to S.W. Frewing St., raised median from Frewing to the proposed Park St. development, and continuous left-turn lane on the remainder. Estimated cost was $961,000.

Alternative 3A was similar to Alternative 3 but added some traffic improvements to a few intersections. It featured reflectorized striping, and the same signal improvements as Alternative 1A. It reduced the raised median to a non-controversial length. Raised median was limited to the following locations: Between Hall and Greenburg connecting existing raised medians at these two streets, retaining existing snake section from Greenburg to Johnson, adding a piece between Frewing and Garrett, and adding two sections at the proposed Park St. development. This plan also featured minor improvements at Hall and Greenburg. Estimated cost was $794,000.

O.D.O.T. and Tigard City Council Recommendations

O.D.O.T. compiled and analyzed committee and citizen comments on Plans 1A and 3A and on September 18th and October 2, 1978 made presentations to the Tigard City Council, recommending Alternative 3A with the following additions: A street realignment at S.W. Walnut Place to adapt to right-of-way dedication already acquired for this purpose, and adding a third southbound lane by restriping from Highway 217 to S.W. Greenburg Road.

O.D.O.T. recommended Alternative 3A due to it being within the budget, the apparent lack of benefit of raised median, relatively short time for imple-

mentation, and its lack of controversial features. The major benefit was seen as the new traffic signals and signal synchronization to provide a more constant and smoother traffic flow.

On October 9, 1978, the Tigard City Council passed Resolution No. 78-79 which adopted Alternative 3A with the following additions or modifications:

a) Change the area between the 217 overpass and SW Greenburg Road per O.D.O.T. recommendations to include redoing the raised median strip between Hall & Greenburg, add a third lane in the southbound lanes, eliminate the left turn only lane at SW Hall Boulevard from the northbound traffic and reconstruct radius on Hall and Greenburg for right-turn movement in the southbound lanes.

b) Realign SW Walnut Place with the intersection of SW Walnut Street.

c) No demonstration median be developed across from the Watkins Development.

d) Restripe the intersection at SW Johnson & SW Main Streets.

e) Leave the signal light at Garrett Street as pedestrian activated synchronized with a new signal light at SW Park.

f) No change be made to the 72nd Avenue intersection.

O.D.O.T. has agreed to the Tigard City Council recommendations.

Traffic

This project is oriented primarily toward improving traffic flow and traffic safety rather than increasing the capacity of the highway. Additional signals and synchronized signal progression will contribute to safer and more-regulated progression of traffic.

A separate traffic report has been prepared by the Metro Transportation Analysis Unit.

Traffic Volumes

Average daily traffic presently ranges from 26,000 to 35,000 with a level of service D, which indicates unstable flow with fluctating speeds and little freedom to maneuver from lane to lane. Present design speed is 40 MPH. 1990 average daily traffic is projected to rise to 31,000-37,000 with level of service remaining at D. Traffic volumes are heavy and can be expected to increase.

A majority of businesses are high-volume establishment such as gas stations, restaurants, and shopping centers which attract high volumes of traffic. A high percentage of traffic on this section is through traffic. Approximately 10% of northbound traffic at

Beef Bend Road enters Highway 217 while an additional 30% continues on to I-5.

Traffic is heaviest in the evening with a combination of commuter traffic from Portland plus local shopping traffic reaching a peak at 6 PM. At SW Pfaffle Street, 6 PM traffic is 1900 vehicles per hour westbound. Eastbound traffic also reaches 1900 vehicles per hour at 8 AM at SW Hall Boulevard. Both figures indicate full capacity, well above the desired maximum 1200 vehicles per hour.

Traffic Signals

Five new signals will be added and two will be replaced. A signal presently exists at SW 64th Avenue near I-5. A signal will be added at SW 69th Avenue in order to slow down traffic leaving and entering I-5. Existing signals at SW 72nd Avenue and at the drive-in theatre entrance will remain as is. New signals are proposed at SW Pfaffle Street and the Highway 217 northbound ramps. Signals presently exist at the Highway 217 southbound ramps, SW Hall Boulevard, SW Greenburg Road, and SW Johnson Street. The signals at Hall and Greenburg will be replaced by newer models which can be synchronized. SW Walnut Place would receive a new signal. An existing signal at SW Garrett Street will remain. A new signal will be placed at SW Park Street as per City Council recommendations. A contract to signalize SW McDonald Street was let November 1, to be completed in mid-1979. A signal now exists at SW Bull Mountain Road. The proposed signal at SW Beef Bend Road should be installed early in 1979 as a separate project.

All of the above signals will be computer synchronized using three separate timing sequences: Off-peak flows, morning peak hour, and evening peak hour. Each will provide for 30 to 35 MPH progression in both directions, and will create "gaps" which will aid the situation at unsignalized intersections.

Turning Movements

A primary conflict inherent in the basic goal of the project is that through traffic is best served by eliminating interruptions to traffic flow, while other types of traffic depend on signals and provision for turning movements to enter and leave the highway. It is difficult to enter 99W Traffic, especially at peak hours. Present traffic patterns on some neighborhood streets indicate that numerous citizens go out of their way to avoid streets which do not provide ready access to 99W. This causes objectionable traffic loads on some neighborhood streets.

Many of the businesses are high traffic attractors causing heavy turning movements. Street patterns are such that there is little opportunity to go around blocks to turn around. The business community sees a definite need for a continuous left-turn lane, and would strongly object to any extensive raised median even with provisions for U-turns. High volumes of commuter and business traffic virtually demand frequent provisions for left turns.

Three intersections will receive minor improvements to help ease the problem of heavy congestion. At S.W. Hall Blvd. the northbound "right-turn only" lane onto Hall will be eliminated since this is a minor movement. The southbound right turns onto Hall and onto Greenburg will be improved by reconstructing the curb returns with larger radii. A third southbound lane between Hall and Greenburg to be added by striping will separate right-turning traffic from the main flow.

The City Council has had second thoughts about re-striping the intersection at S.W. Johnson and S.W. Main Streets as stated in their resolution, and this will not be done.

S.W. Walnut Place will be realigned to meet 99W opposite S.W. Walnut Street, to form a cleaner intersection.

Traffic Safety

The Metro Traffic Section has studied accident frequency through this section and compiled the following statistics:

North of Highway 217:	9-10 Accidents per 1,000,000 travel miles
Highway 217 to Greenburg Rd.:	16-17
Greenburg to Johnson:	0.6-0.8
Main to McDonald:	2.7-3.7
McDonald to Beef Bend Rd.:	5-5.5

The statewide average for this type of highway is 6.5 to 7.0 accidents. The two sections north of Greenburg Road are well above the average due to heavy traffic and a high number of left turns. The section from Greenburg Road to Johnson Street has an extremely low accident frequency because no turns are permitted. High speed and failure to yield right-of-way at intersections have been common contributory causes of accidents.

Additional signalization, signal synchronization, and reflectorized lane delineators should provide a major benefit to traffic safety. Traffic will flow more evenly and will be "platooned", allowing safer entrance to 99W and safer turning with less waiting time. It also will permit safer pedestrian crossings.

Control of turning movements by a raised median would be of little significance as far as safety is concerned. There is no historical evidence that indicates a raised median would be safer, even though it definitely would shift accidents to intersections and change the type of accidents.

Environmental Impact

Most of this project area is highly urbanized, with little vegetation except near Bull Mountain Road. No waterways are affected.

The project should eliminate prolonged delays presently experienced while entering the highway, eliminate round-about patterns now used to get to a signal and create more even flow and somewhat slower driving speeds. This should mean a slight fuel savings, and a slight drop in air and noise pollution in residential areas.

Two schools, Charles Tigard School and St. Anthony's School probably are receiving more than the F.H.W.A. design noise level of 70 dBA. Proposed improvements are not likely to increase noise levels at the schools, although a noise study report is required.

O.D.O.T. has assessed this project as a non-major non-significant category 3. This means that the project is non-major and that the environmental impact is insignificant. This requires only an environmental assessment. However, the F.H.W.A. has recently indicated that the project should be classified as major, non-significant, which would require a negative declaration of environmental impact.

Economic and Social Impact

The area along 99W primarily is high-density commercial establishments providing a high level of employment. High volume businesses such as restaurants, auto service, shopping centers, and commercial stores comprise about 55% of the properties. Small-volume businesses, motels, apartments, schools, churches, and a few residences comprise the remaining 45%.

The project calls for additional signals and signal synchronization, which will promote highway safety and pedestrian safety, and will permit easier access to 99W from side streets, driveways, and business parking areas.

The no-build alternative would have the effect of allowing the problems of congestion and high accident rates to worsen. It is likely that population will continue to increase and strip development will further expand, maintaining the trend of rapidly increasing traffic.

pq

Design Narrative

This project is mainly a signal project, with new signals to be added, two older ones to be replaced, and all signals in this section to be interconnected and synchronized. Roadway width presently varies from 52' to 82', with 4-5 travel lanes, shoulders in some areas, and no curbside parking. Proposed improvements will retain the same number of lanes, except for the southbound section from Highway 217 to Greenburg Road which will be increased from two to three lanes by restriping. The only widening will be at SW Hall Blvd. and SW Greenburg Road where two corner radii will be increased. About 200' of SW Walnut Place will be realigned to line up with SW Walnut Street. Right-of-way width varies, with a minimum of 80'. No additional right-of-way is required. No landscaping is anticipated. Project length from SW 64th Ave. to SW Beef Bend Road is 3.39 miles.

Signals presently exist at 64th Ave., Fred Meyer (72nd Ave.), 74th Ave., Highway 217 southbound ramps, Hall Blvd., Greenburg Road, Johnson Street, Garrett Street, and Bull Mountain Road. The signals at Hall and Greenburg will be replaced to provide the capability of being synchronized. The Garrett Street signal will remain pedestrian-actuated only. A traffic signal at SW McDonald is presently under construction. New signals are proposed at 69th Avenue, Pfaffle Street, Highway 217 northbound ramps, Walnut Street, and Park Street.

Presently all existing signals between Fred Meyer and Johnson Street are synchronized. This includes signals at Fred Meyer, 74th Ave., Highway 217 southbound ramps, Hall Blvd. Greenburg Road, and Johnson Street. Also on this system is a signal at Main and Scoffins Street. The intertie conduit is overhead. The extension of the intertie conduit to Beef Bend Road can either be underground or overhead, whichever is cheaper.

New street construction at SW Walnut Place should follow City of Tigard typicals as much as possible. This would include surfacing depths, curb, sidewalk, and driveway typicals. The City has no objection to use of state typicals for inlets and manholes. Nor do they object to elimination of the 1/2 inch lip on pedestrian ramps. The northerly driveway serving the carwash should be located 35' to 40' from the 99W right-of-way line. The southerly driveway is located as shown on plans for expanding the Bob Hudson, Inc. business site. Bob Hudson will landscape the vacated area and construct a 5' sidewalk on the southerly side of the relocated street. Proposed drainage revisions tie into an existing 12 inch storm sewer system which appears to drain into Fanno Creek.

The proposed Walnut Place centerline was staked from a drawing given to us by the Tigard City Planning Office. It was later found to differ slightly from the legal description of the already dedicated roadway. This discrepancy should not affect the profile, or construction quantities, but the resident engineer should re-establish the centerline according to the legal description.

The section north of Gaarde Street received a 1 inch overlay in 1974, as per construction plans Multnomah County Line-Gaarde Street (Tigard) Sec., IIV-100, let September 1972. Existing subsurface is asphalt in some areas, concrete in other areas. Some sections previously narrower have been widened with asphalt and subsequently overlaid. Bill Geibel, District Engineer, feels that the pavement is in good condition, except for a short section near Fanno Creek which is breaking up a little at the edge of underlying concrete. The cost estimate includes a small asphalt quantity for patching in miscellaneous areas.

Short sections of raised median presently exist at Hall Blvd. and Greenburg Road. A new section will be constructed to form a continuous raised median between these two streets. One existing section of raised median near Greenburg will be removed. It appears to have been doweled in place, and the highway later overlaid.

A 2 inch-3 inch patch should be all that is required after its removal. The section of 99W between Highway 217 southbound ramps and Greenburg Road should receive a minimal overlay (1 inch). This will cover up existing striping and recent utility cuts.

The improved turning radii at Hall and Greenburg are as large as practical without involving new right-of-way. The surfacing typical shown for these areas is our best estimate of existing surfacing.

An eastbound free-flow lane opposite Fred Meyer (72nd Ave.) will be removed. It is delineated by an asphalt mound approximately 500' long, 9 inches wide, and 1 1/2 inches high. This mound should be removed.

All signal locations as well as the Greenburg-Hall section will be restriped. The preliminary cost estimate for signal installation includes costs for overlaying and restriping.

A few pedestrian ramps already exist on the project. Pedestrian activity generally is light. New pedestrian ramps as shown on the plans should be constructed only if funding permits.

js
ODOT

STATE OF OREGON
ODOT METRO — DEPT.
238-8226 — TELEPHONE

INTEROFFICE MEMO

TO: The File

DATE: November 22, 1978

FROM: R. N. Bothman
Administrator

SUBJECT: North Tigard Interchange - Beef Bend Road 99W Tigard TSM

Discussed the above project and letter questioning the justification to proceed with the project received from Glen Green. Also discussed a similar project and letter received on the Beaverton-Hillsdale Highway.

Followed up the above call November the 15th with a call November the 16th.

Both projects have been "stopped" by the Federal Highway Administration. The first project has been under PE for approximately one year and is in design. The second project is in the process of being programmed for preliminary engineering.

These are the first two cases I am aware of where the Federal Highway Administration has questioned the priority of and selection of projects to be advanced by ODOT.

Their question is based on the justification where the purpose is not to provide additional capacity. Both the two above projects have other objectives. Those are to provide for the smoother handling of traffic and are TSM projects. The Tigard project has the objective of providing adequate access from the cross streets to the highway, while at the same time not decreasing the capacity of the highway which would occur by adding additional signals. This has been accomplished with a computerized signal system plus additional auxillary lanes at the intersections, but the overall capacity of the section is not increased.

The Beaverton-Hillsdale project is similar, however, with a major emphasis towards providing transit incentives to a high density area immediately adjacent both north and south of the highway. The improvements are related more to access, pedestrians, and amenities to provide incentives to use the bus.

Meetings which were set up with Don Adams and Glenn Hossner to establish the criteria for the FHWA evaluation were cancelled due to inclement weather and are to be held November 27. I did advise Glen Green that we definitely needed to know what the criteria is for evaluation of projects and for prioritizing projects if in fact we are going to be required to provide that justification, which we have never had to in the past, to the Federal Highway Administration in developing projects. I further advised him that my understanding of the federal-state relationship was that the responsibility of prioritizing and advancing projects on the state highway system and the local jurisdiction systems rested with the state and local jurisdictions.

NOTED
E. B. KLABUE

81.128.1307

The letters indicate a lack of cost benefit to the tax payer. I challenged both parts of that statement. In the first case the tax payer is very supportive of the Tigard project as has been shown during the numerous public meetings, public hearings, City Council actions, activities of the neighborhood associations and the Chamber of Commerce, all of which have been actively pursuing this needed project which, in accordance with Glen Green's letter, is not warrented. There is definitely a difference of opinion between the public, the local jurisdictions, the state, and FHWA on this project.

My larger concern is if the state-federal relationship is being changed to one where the FHWA is going to start to choose projects or in essence control the choosing of projects by the local governments and the state.

In the metropolitan Portland area we have numerous jobs such as the above two, both of which are under the e(4) program. Others are under the urban program: Union Avenue, Macadam Avenue, the 15th-16th couplet, and so forth, none of which serve the purpose of increasing capacity. They all provide improvements to provide for improved circulation of traffic, for circulation of pedestrians and traffic, and circulation of buses and traffic. They also have other purposes such as the Union Avenue project which is a major urban renewal program. In order for the urban renewal program to advance, the highway improvement is a must.

I did discuss the project in Tigard with Buzz Swan who indicated the action taken by Glen Green is not considered to "stop" the preliminary engineering funds.

I intend to follow up the meetings with Glen Green after Don Adams has met with Glen Hossner.

ke

cc: [redacted]

RECEIVED
DOT OPERATIONS
NOV 27 '78
REFER TO
FOR
Hdq. | Asst. | A/D | D/E | Sub. | Act. | File

1059

November 13, 1978

Washington County
Board of Commissioners
Courthouse
Hillsboro, OR 97123

Attention: County Clerk

MISC. CONTRACTS and AGREEMENTS No. 6344

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals on the Pacific Highway West at Beef Bend Road in Washington County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddc
Attachment

bc Gerald Wimer (Conf. agreement attached)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition

Number	Name	Consideration
48291	Stees, Ethel E. et al	$ 71,400.00
49196	Channer, Donald E. & Merna M.	1,250.00
50013	Berman, Al & Sandra et al	3,050.00
50037	The Western Bank	16,500.00
50073	Nauer, Zelia C.	6,625.00
50095	Meador, Lillian	14,450.00
50116	Union Pacific Railroad Company	1,700.00
50-12.53	Ahern, Jerry & Madge	240.00
210-0.65	Clark, Robert T.	600.00
	9 Transactions	$ 115,815.00

(2) Agreement with Washington County covering installation of traffic signals on Pacific Highway West at Beef Bend Road just north of King City. The State will design, install and maintain the traffic signals using Federal Aid Transition Quarter Funds. The County has agreed to pay all costs of electrical energy necessary for operation of the signal equipment.

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 6 day of November, 1978

Michael P. Hollern

Vice Chairman Michael P. Hollern
Oregon Transportation Commission

APPROVED

E. S. Hamter

Date 11-3-78

APPROVED

STATE HIGHWAY ENGINEER

Date 11-3-78

Form FHWA 121 (Rev. 8-73)

9059

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 9, 1978

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project IX-9-3(4)
N. Tigard Intchg.-S.W. Beef Bend Road
Pacific Highway West (99W)
Washington County
Project Assessment (Revised)

FROM : G. L. Green, Division Administrator

TO : Mr. D. H. Moehring, Manager
Office of Project Management
Oregon Department of Transportation

The subject revised assessment submitted with Mr. Potter's November 2, 1978, memorandum has been reviewed. In reviewing this information, as well as other data available in our files, we are unable to concur with your finding that the proposed project constitutes a non-major action. The revised assessment fails to indicate why the project originally classified as a major action should now be classified as a non-major action.

Furthermore, and perhaps more important, it appears that this project would be quite expensive with little benefit realized by the taxpayer. The information submitted to date indicates that the existing level of service is good and that no significant increase in capacity will result. Likewise, no evidence relative to the magnitude of safety problems has been included. The document also fails to provide information relative to the right of way required and whether or not any relocation is required, and the impacts that are involved. While property owners may desire to dedicate right of way, they must be advised in writing of their right to just compensation.

It is very difficult to see the value to be realized by the taxpayer for an investment of approximately $258,000 per mile on a project that essentially retains the same level of service. It is requested, therefore, that the need for the project be clearly established and supported prior to the expenditure of additional P.E. funds. It is also requested that information supporting the proposed change in the project classification be submitted as soon as possible for evaluation.

Original Signed By,
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

Glen can you help?

D.C. Swan

cc:
Hardt, OSHD/Milwaukie
Swan, ODOT/Salem
Klotz, ODOT/Portland

NOTED
F. B. KLABOE

9059

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

IX-9-3-(4)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section N. Tigard Interchange-SW Beef Bend Road
County Washington
Highway Pacific Highway West (99W)
Termini: M.P.(if appl) MP. 7.42 - 10.96
Region METRO

Date November 2, 1978
Unit (if appl)
City Tigard
State Hwy. No. 1W
Length 3.2 miles
Construction Estimate $850,000
Program Amount

B. Purpose of Project:
To improve traffic flows and control conflicts between through and local traffic; to improve capacity and safety by reducing left turn conflicts.

C. Origin & History of Project:
99W is a principal arterial which is a major north-south connection between cities of the Willamette Valley. While its functions have been partially taken over by I-5, 99W remains significant as a commercial route and as a recreational route to the Oregon Coast from Portland. Rapid urban development southward from Portland has created heavy traffic volumes with large amounts of cross street activity. Serious congestion has resulted and solutions are being investigated.

D. General Description of Project:
5 new signals at (SW 69th Avenue at Pfaffle Street at Walnut Street, at Park Street, and at the Highway 217 northbound exit ramp terminal) would be installed. The 16 signals within the project would be interconnected and synchronized. The existing medians in the vicinity of Hall Boulevard and Greenburg Road would be replaced, shifted and narrowed. The section between Highway 217 and Greenburg Road would be overlayed and restriped to gain a continuous southbound curb (3rd) lane. (Over)

Alignment: New _____ Existing XX Combined _____

Typical Section: Existing: No. Lanes 4-5 ; Med. L-Trn; Shldrs. var ; Parking No
Proposed: No. Lanes 4-5 ; Med. Raised Shldrs. var.; Parking No

Traffic: Existing Facility: Existing ADT 26-35-500; Projected ADT 21-37,000; Yr. 1990
Existing Level of Service C

Proposed Facility: Projected ADT 31-37,000 ; Yr. 1990
Projected Level of Service C

734-3953 (10-75)

D. General Description of Project (cont'd)

Curb radii would be lengthened at Hall and Greenburg intersections with Pacific Highway. Greenburg Road would be restriped to 3 lanes at its intersection with Pacific Highway. Walnut Place could be realigned at its intersection with Walnut and Pacific Highway. Right-of-way for this realignment would be dedicated.

Right of Way: Additional anticipated No. ; if yes, give approx. No. Parcels_____
Yes, No

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any: N/A

Type of Structure(s): N/A

Brief Description of River or Stream and Type of Involvement, if any: N/A

Local City, County or COG priorities of project:

Top priority with City of Tigard

FHWA and/or OSHD approvals given, if any: N/A

Location or Design Alternatives (identify and describe):

A range of alternatives is available through the inclusion or exclusion of proposed intersection and signal modifications. However, short of new transit facilities (not proposed by Tri-Met) the proposed project could stand little modification if TSM objectives are to be met.

The no-build option would maintain the existing system and would result in a continuation of worsening congestion problems.

Other Descriptive Information or Comments:

This project, as originally conceived, had potentially heavy impacts on business access and land use. For a comparison with this updated proposal the original, November 10, 1977 assessment should be consulted.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project section of 99W passes from the southerly end of the Tualatin Mountains into the Tualatin Valley. It crosses Fanno Creek (a tributary of the Tualatin River by means of a viaduct in the City of Tigard, ascends to a small pass near Bull Mountain, south of Tigard, and then descends to cross the Tualatin River.

Most of the areas immediately adjacent to the highway are devoid of vegetation, with the exception of the pass at Bull Mountain Road

2. Cultural:

The project section passes through the City of Tigard and is lined with commercial strip development. This has progressively added to the myriad left turn movements on the highway, increasing traffic congestion and accident risks. The high proportion of heavy cross traffic generators (i.e., fast food drive-ins, shopping plazas, drive-in banks and gas stations) make the situation particularly acute.

There are two schools adjacent to the west side of the highway; Charles Tigard School at School Street and a parochial school, St. Anthony's at Southwest Johnson Street. These sensitive noise receptors are probably receiving more than the maximum design noise level of L_{10}=70dBA.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

N/A

2. Estimated Impact on Traffic Patterns:

Sequencing of signals would improve traffic flow. Improvements to the Hall Blvd. and Greenburg intersections would slightly increase their capacities and improve levels of service between 217 and Greenburg Road.

Consequences--Air Quality, Noise, Safety, etc.:

Sequencing of signals would result in smoother flows of through traffic, with corresponding reductions in exhaust emissions. Mid-block accidents should be reduced by the creation of gaps in traffic which facilitate left turns. Noise levels may increase as a result of increase traffic speeds.

3. Estimated Impact on Land Use:

No significant direct effects are expected.

Consequences:

N/A

4. Expected Impact on Natural Ecological Resources:

No significant impacts expected.

Consequences:

N/A

5. Expected Impact on Cultural and Scenic Resources:

No significant direct impacts expected. Signal light rigging and structures will add to the visual effects of existing overhead wires and poles.

Consequences:

N/A

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

N/A

2. Estimated Impact on Traffic Patterns:

Sequencing of signals would improve traffic flow. Improvements to the Hall Blvd. and Greenburg intersections would slightly increase their capacities and improve levels of service between 217 and Greenburg Road.

Consequences--Air Quality, Noise, Safety, etc.:

Sequencing of signals would result in smoother flows of through traffic, with corresponding reductions in exhaust emissions. Mid-block accidents should be reduced by the creation of gaps in traffic which facilitate left turns. Noise levels may increase as a result of increase traffic speeds.

3. Estimated Impact on Land Use:

No significant direct effects are expected.

Consequences:

N/A

4. Expected Impact on Natural Ecological Resources:

No significant impacts expected.

Consequences:

N/A

5. Expected Impact on Cultural and Scenic Resources:

No significant direct impacts expected. Signal light rigging and structures will add to the visual effects of existing overhead wires and poles.

Consequences:

N/A

6. Preliminary Identification of Areas of Critical Concern:

7. Potential for Controversial Issues:

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - Consistent. Is likely to reduce emissions per vehicle, due to smoother traffic flows. DEQ would require an indirect source permit.

b. Noise Standards A noise study is required.

c. Water Quality Standards Waterways will not be affected.

d. Area Land Use and Transportation Plans, and Zoning - Intensifying land uses and strip development have increased traffic and congestion on 99W. The proposed project is an attempt to reduce the adverse impacts of this development upon traffic flows and safety.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Because the project would have only limited or temporary impacts upon the human environment it is recommended that it be classified as an assessment only action.

T.D.L

D. Recommended Project Category: ___ 1 ___ 2 _X_ 3 ___ 4

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-24-78

FEDERAL AID PROJECT NO. TQF-9-3(7)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90011

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-24-78	Primary 9	Primary 1W

GENERAL LOCATION: Pacific Hwy. West at Beef Bend Road

GENERAL DESCRIPTION OF WORK: Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

TEC NTE $5,500
F.F. 4,710
Including Utility Preparatory Work

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-13-78 letter I concur that the subject project is a non major action as set forth in FHPM 7-7-2, paragraph 10e.

NOTED
F. B. KLABOE
11-7

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-24-78	G. K. Swan	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—526-787

9059

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
BILL BLOOM
VIRGINIA DAGG
DAVID FROST
RICHARD C. HEISLER

October 18, 1978

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8806

MA PDM PDE TSE SPC

ODOT - METRO

OCT 18 1978

Mr. Jon Rose
Federal Aid Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

AM PPS FILE: TA

Subject: Agreement for Power Consumption
Signal Project at Pacific Highway
West @ Beef Bend Road

Dear Jon:

Enclosed are three copies of the above captioned agreements with the necessary signatures.

The Washington County Board of Commissioners, by Minute Order No. 78-547 dated October 3, 1978, have approved said agreement. A copy of the minute order is also attached for your records. As indicated, please return one fully executed copy for our files.

We appreciate your cooperation in this matter and should you need additional information, please contact me.

Yours very truly,

John F. Crockett, P.E.
Director of Public Works

From Metro Jon Rose Date 10/18/78

To [redacted] Traffic Region 1

Comments: Here are 3 copies of the Power Consumption agreement for the subject signal, signed by Washington County officials and approved by the Metro Administrator. These are returned for your further handling. Jon Rose

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
OCT 20 1978

TAA Holmes File: PM FA LG OP

WASHINGTON COUNTY

Inter-Department Correspondence

Date September 25, 1978
For Meeting of: October 3, 1978

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Agreement for Power Consumption - Signal Project at Pacific Highway West @ Beef Bend Road

In recent years, the Association of Oregon Counties and the State of Oregon Transportation Commission entered into an agreement whereby the State would perform all the necessary maintenance and the county would supply the necessary energy for traffic signals installed at the intersection of a state highway and a county road.

We have an agreement to be entered into under these terms for the intersection of Beef Bend Road, a county road, and Pacific Highway West, a state highway.

RECOMMENDATION: Your Board authorize the Chairman to execute the subject agreement.

Respectfully submitted,

John F. Crockett

JFC:pj

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 78-547
DATE 10-3-78
BY Elaine Waisanen
CLERK OF THE BOARD

August 25, 1978

MEMO TO FILE

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: Project Staff Meeting Minutes
August 22, 1978

13. N. Tigard Interchange-Beef Bend Road - July 27 public meeting voiced strong opinion for Alternative 3 (signals only). August 14 IDT meeting directed plans 1A and 3. Plan 1A has raised median on south end of project, no bus turnout lanes or U-turns. Tri-Met to inform ODOT of their proposed bus turnout location by August 28. ODOT to send public meeting documentation and recommendation for signals only to City of Tigard by September 1. Writing of neg. dec. to begin in late August; to be assigned to Markham. Metro Traffic reviewing alternatives 1A and 3.

9059

STATE OF OREGON

INTEROFFICE MEMO

ODOT Metro
DEPT.

238-7437
TELEPHONE

TO: MEMO TO THE FILE

DATE: August 11, 1978

FROM: RALEIGH CAROTHERS
Project Coordinator

SUBJECT: Public Meeting
July 27, 1978
N. Tigard Interchange-Beef Bend Road
Pacific Highway West (99W)
Tigard TSM

The meeting was preceded by 30 minutes of review of the project displays by the public and answering of questions by ODOT and Tigard City personnel.

Bob Bothman, Metro Administrator, opened the meeting at 8:00 p.m. and introduced the co-chairman, Mayor Wilbur Bishop. There were 80 people in attendance. Raleigh Carothers, ODOT Project Coordinator, introduced those sitting at the side tables: Dick Kluempke, Sam Gotter and Pete Kolleas, Technical/Citizens Advisory Committee members; Ray Barker, City Administrator; Ken Rolfe, ODOT Region Right-of-Way Supervisor; and Tom Schwab, Metro Transportation Analysis Engineer.

Mr. Bothman gave an introduction and history of the project.

Mayor Bishop then gave the City's comments on the project stating that a major step forward will be taken to handle the increased flow of traffic when the project is complete. He stated that the major problem is lack of access onto the highway by local traffic.

The three alternative plans were presented by Mr. Carothers and Mr. Schwab gave traffic data relevent to the project and its problems. The meeting was then opened to public discussion at approximately 8:30 p.m. with the following summarized questions, concerns and comments:

1. An estimate of $40,000 was given as the answer to the question of the cost of constructing the S.W. 72nd Avenue-99W connection.

2. A Tri-Met bus rider questioned the status of the bus stops after this project was completed. It was pointed out that the bus turnouts would be at the signalized intersections on alternatives 1 and 2. Alternative 3

NOTED
B. KLABOE

81-125-1307

would have turnouts within the scope of the funds available above the cost of the signals and their synchronization. One commented that Tri-Met should pay for the bus turnouts.

3. There was a question concerning the signal spacing of this project which is from 1200 to 1500 feet. One in the audience said that the Murray and Farmington intersection does not carry the traffic because the left-turn lane is too short. He said that he was against U-turns because he feared the left turn/U-turn facilities would be of inadequate length.

4. With the raised median, where do the emergency vehicles operate in crossing the median? It was observed that the fire engines now use the continuous left-turn median in which to travel when traffic is excessive. A mountable median was suggested to let the emergency vehicles cross in certain areas. Tualatin Fire Department personnel saw too many obstacles with a raised median.

5. There was concern that this project would not solve the problem by 1983 since it was only a temporary solution.

6. The question, why a raised median, was answered. The reasons were to channelize traffic and to require traffic to turn at signals.

7. A request was made for the accident rates for the three alternatives.

8. One asked if through traffic lanes had been considered.

9. The Mayor stated that all traffic must move smoothly. California has successfully used raised types of medians and they have a higher population and lower accident rates.

10. It was noted that a raised median will cause more trips since they will require driving both directions on the highway to reach a destination.

11. There was a request for a left-turn opening onto Frewing Street.

12. There were three in agreement that the project would be less expensive without the raised median and there would be enough money remaining for constructing the 99W-S.W. 72nd Avenue connection.

13. The request was made for pedestrian-actuated traffic signal to be retained at Garrett Street because of frequent use by children and adults.

14. One commented that existing irregular traffic signal spacing and the lane ending just south of 64th (as traffic comes off the freeway) cause the high accident rates. Recommendation was made for synchronized signals and to retain the continuous left-turn median.

15. There was concern for the fact that the U-turns at the signals would accommodate only passenger cars and not trucks.

16. One trucking firm operator said he would have to move his business if the continuous raised median is constructed because the short curb radius into his street does not permit him to safely turn right into his establishment. He now turns left from the continuous left-turn median and if the median was raised, he could no longer enter his establishment safely by truck.

17. In answer to the cost of the median, $380,000 was quoted including the right-of-way and construction of the bus turnout lanes.

18. Had a button hook type of U-turn been considered, was another question. The comments were that this type would store more cars but the right-of-way cost would be prohibitive.

19. Also of prohibitive cost would be an overpass over Highway 99W into the Fred Meyer, Inc., parking lot. There would also not be enough room to bring the road grade back down to the parking lot and have any parking facility remain.

20. One noted that no figures are available to indicate that a raised median is safer and also that a raised median would cripple business on Highway 99W. A projected accident picture of each alternative was requested in order to consider a decision.

21. The raised median is a new concept for a strip development area such as Highway 99W, therefore, it was noted that there were no known businessmen who could be contacted for reaction to an existing feature as this in front of their business.

22. Maintenance costs of the proposed planted areas was a concern.

23. It was noted that raised medians should be used where there are large shopping centers such as California has.

24. One person wanted only traffic signals with synchronization to separate traffic into "platoons" which would leave spaces to turn left into the businesses.

25. The question arose as to why a signal was shown at the proposed development between Park and Watkins rather than at one of these two streets. The developer answered that he had agreed to pay for a signal at 99W and his development driveway. The Department of Transportation recommended but one signal in this area because the synchronized signal progression would support only one. Some of those at this meeting living in that area highly supported a signal at Park Street. One wanted to realign Park Street through the development. The NPO Chairman related history of the developments planning in respect to the NPO wishes. The NPO had objected to realignment of Park through the development because the business the developers proposed (at that time) would have generated heavy traffic through the residential area.

26. One man spoke for a freeway through Tigard which would reduce traffic on 99W.

27. There was a question as to whether some of the raised median would be required to be torn out after construction if longer left-turn pockets were needed. The answer was affirmative.

28. A woman testified that a traffic signal was very much needed at Pfaffle Street.

29. One question was asked as to why commercial development could not access on the side streets such as Park or Watkins rather than Highway 99W.

30. One woman asked why there could not be a bigger budget for police to enforce the existing traffic laws on Highway 99W. The Mayor answered that there is no money for more police enforcement.

31. A businessman asked where the money was coming from for the median and that he saw no demonstration of safety with the median.

32. A concern was voiced with what will happen to the city streets where signals are proposed? Who will maintain them and will they be widened? The concern was for the higher traffic rates and heavier vehicles.

33. Two people recommended the project being constructed a step at a time. The signals with synchronization constructed now and raised medians or other features added later if needed.

34. Why not have speed bumps installed in the median to slow down median traffic? In some areas, the only place to change a tire is in the continuous left-turn median.

35. One questioner asked if the project could be speeded up. Why ten months for design? ODOT personnel answered that the project could be constructed sooner than the schedule shown if Alternative 3 was chosen because a simpler environmental document could be written. Ten months for design would be for signal design. After construction started, problems would probably develop with the schedule because the demand for signals from the manufacturers is very great.

36. An explanation of the funding for this project was voiced. The Federal monies through CRAG are 86% and City 14% of the $850,000 authorized. If no more Federal monies can be found, then the City would have to fund any cost over the $850,000.

By request of the audience, a hand straw vote was taken. Many of the people had left by this time but the remaining audience voted as recorded below:

Alternative No. 1	Combination of medians	0
Alternative No. 2	Raised Median	0
Alternative No. 3	Continuous left-turn median	18
Alternative No. 3	With the option to construct other features later	5

The meeting was well attended and the overall public participation was excellent. The public was quite well informed on the project and asked good questions. The straw vote was very indicative of the concensus of the audience.

RC/ldo
cc: [redacted]
E. S. Hunter
R. N. Bothman
E. L. Hardt
D. R. Adams
L. S. Oseran
G. A. Potter
M. J. Klotz
J. D. McClure
CAC Members
TAC Members

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STATE OF OREGON

INTEROFFICE MEMO

ODOT Metro — DEPT.

238-7437 — TELEPHONE

TO: MEMO TO THE FILE

DATE: August 9, 1978

FROM: RALEIGH CAROTHERS
Project Coordinator

SUBJECT: Pacific Highway-Beef Bend Road
Summary of Written Comments
Public Meeting
July 27, 1978

There were 37 written responses from the meeting including 33 questionnaires and four letters. Two individuals supported Alternative No. 1 (raised median in selected areas), five supported Alternative No. 2 (continuous raised median) and 26 supported Alternative No. 3 (continuous left-turn median). There was no support for the no build alternative.

Ten of those who chose Alternative No. 3 wanted S.W. 72nd extended to 99W on this project. Alternatives No. 1 and No. 2 had this feature. Since six people supported these two alternatives, a total of 16 were for this feature.

Six who voted for Alternative No. 3 wanted to have the option open to develop the raised median later if one was needed.

Three voted for bus turnout lanes.

Three wanted the Garrett Street signal to remain.

Other comments voiced were: to retain the 40 mph speed limit, improve side streets, access further developments from secondary streets, keep median open for left turn at Frewing Street, select areas for rolled curb medians that will not affect existing businesses and use existing excess right-of-way for U-turns.

There were traffic concerns noted on these questionnaires. They were as follow:

Four were concerned that the raised median would hinder emergency vehicles. Not only in crossing the median but emergency vehicles also use it as an emergency lane when traffic is heavy.

NOTED
E. B. KLABOE

Three thought that alternatives No. 1 and No. 2 were too expensive.

Two thought that U-turns would cause more accidents.

Two mentioned that the raised median does not let trucks U-turn.

Two felt that the raised median would hurt local business.

Two saw the continuous left-turn soon to stifle traffic.

One felt that the raised median would make 99W too narrow.

One pointed out that there would be more traffic when a car had to make a U-turn and travel the opposite direction to get to its destination.

One wanted a study made of the affect of a raised median on traffic stacking.

Three letters were submitted with request not presented in the alternatives. One requested a left-turn signal from Hall Boulevard onto 99W. One requested a right-turn lane from Greenburg Road onto 99W by widening the existing roadway and moving one power pole. The third letter recommended that the City of Tigard limit commercial development and that ODOT build a Tigard bypass.

Of the 36 ballots, 21 represented homeowners and individuals and 15 represented local businesses and commercial developers. Thirty-three had Tigard addresses with two addresses just outside the project area and one Portland address of a developer with commercial property adjacent to the project.

RC/ldo

cc: [redacted]
E. S. Hunter
R. N. Bothman
E. L. Hardt
D. R. Adams
L. S. Oseran
G. A. Potter
M. J. Klotz
J. D. McClure
CAC Members
TAC Members

STATE OF OREGON

INTEROFFICE MEMO

DATE: June 12, 1978

TO: MEMO TO THE FILE

FROM: RALEIGH CAROTHERS
Project Coordinator

SUBJECT: N. Tigard Interchange-Beef Bend Road
Pacific Highway (99W)
Tigard TSM
Technical Advisory Committee Meeting
June 2, 1978

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A technical advisory committee (TAC) meeting was held at the ODOT Metro building on Friday, June 2, 1978. A roster of the meeting is attached.

A review was made of the results of the CAC meeting on May 25 by a map showing all their recommendations, including a raised median from McDonald to Johnson Street, five new proposed traffic signals, removing the signal at Garrett Street and connecting S.W. 72nd Street to Pacific Highway West (99W).

In answer to the question by the CAC of the validity of the traffic light at S.W. 74th (to the outdoor theater), Bill Geibel stated that the State DEQ testing station is now at the drive-in theater and that there is a recreation center on 74th which generates both auto and pedestrian traffic at that intersection during the afternoon.

City of Tigard staff was receptive to the idea of extending Villa Ridge Avenue northward as a frontage road to S.W. 69th in the future.

The proposed connecting of S.W. 72nd Avenue to Highway 99W was discussed. TAC members saw more traffic generated on S.W. 72nd because of easy access to 99W which could cause traffic problems at this proposed intersection. Also, only 60 feet (three car lengths) would separate this intersection and the Villa Ridge-72nd intersection.

Mike Kyte of Tri-Met had concerns for the proposed far side stops at signalized intersections. He stated that Tri-Met prefers far side stops at unsignalized intersections and near side stops at signalized intersections. Dick Bolen mentioned the possibility of a park-and-ride lot between Watkins and Park Street on the south side of 99W.

The issue of sidewalk improvements on 99W was discussed. Dick Bolen said he would give ODOT a list of existing and proposed sidewalks along this project.

The Tigard staff saw the exhibit map proposal as one that would serve well the objectives of this project.

Two options of this plan were recommended by the TAC to be presented to the CAC on June 22. Option one would have U-turns added between Hall Street and McDonald Street in conjunction with the raised median area. Option two would show a continuous raised median with U-turns throughout the project.

No date was set for the next TAC meeting.

RC/ldc

Attachment

cc: F. B. Klaboe
[redacted]
R. N. Bothman
E. L. Hardt
D. R. Adams
G. A. Potter
M. J. Klotz
TAC Members

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: May 31, 1978

FROM: RALEIGH CAROTHERS
Project Coordinator

SUBJECT: N. Tigard Interchange-Beef Bend Road
Pacific Highway West (99W)
Tigard TSM
Citizens Advisory Committee Meeting No. 2
May 25, 1978

This meeting was brought to order by Mayor Bishop at noon, May 25, 1978, at the Hi Hat Restaurant in Tigard. The meeting roster is attached.

Raleigh Carothers reviewed the minutes of the last CAC meeting and discussed the exhibit map. The map was designed for CAC reaction and discussion and not as the final proposal.

Rick Wood, ODOT Transportation Engineer, explained traffic engineering terms, including peak hour. He noted that the morning and evening peak hours are now at capacity from Greenburg Road to North Tigard intersection. Rick discussed 21 preliminary recommendations for discussion as follows:

1. Retain stop signs at S.W. 69th.
2. Retain stop signs at S.W. 71st.
3. Painted median with left-turn access from I-5 to S.W. 71st.
4. Install median barrier, planting strip, etc., from 71st to 74th, retaining existing signals at Fred Meyer (72nd) and outdoor theater (74th). Provide for future connection of 72nd to existing signal at Fred Meyer. (Future development on south to be served via 72nd and frontage road.)
5. Install signal at Pfaffle (presently on 1977 priority list).
6. Future installation of signal at Highway 217 northbound exit ramp when warrants are met.
7. Retain signal at Highway 217 southbound exit ramp.
8. Upgrade existing signals at Hall Street and Greenburg Road. Remove left-turn signals from median area.

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cy - Traffic 6-7-78

9. Install raised median from Highway 217 to Greenburg Road. Southwest approach to Greenburg Paint only.

10. Retain signal at Johnson Street.

11. Install signal at Walnut Street (on 1977 priority list).

12. Remove signal at Garrett (School Street).

13. Install signal at Park in conjunction with proposed development.

14. Retain stop signs at Watkins.

15. Retain signal at McDonald (presently under construction).

16. Retain stop signs at Gaarde and Canterbury.

17. Construct raised median from Park to McDonald.

18. Provide access to proposed development at Park emphasizing the use of existing Park Street alignment.

19. Retain signal at Bull Mountain Road.

20. Install signal at Beef Bend Road (on 1977 priority list).

21. Interconnect all signals from I-5 to Beef Bend Road.

City staff disagreed that S.W. 69th does not warrant a traffic signal. Rick said that if the signal would fit the signal sequence system, perhaps that would be warrant enough.

The meeting display map showed two alternatives for constructing S.W. 72nd Avenue to intersect Pacific Highway West (99W) from the southeast. Alternative 1 would sever ingress and egress of traffic between 99W and Villa Ridge Street. Alternative 2 would permit only one-way traffic on Villa Ridge from 99W north to S.W. 72nd.

The Tualatin Fire Department representative favored Alternative 1 for emergency vehicle travel.

The CAC questioned the need of the existing traffic signal at the drive-in theater entrance. Some thought the "jug handle" shaped approach road to the light could be better used for a U-turn movement onto Highway 99W.

The problem of traffic short-cutting corners at 73rd, Greenburg, etc., was discussed. ODOT personnel stated that driveway accesses would have to be purchased in order to physically block such traffic maneuvers.

The proposal to remove the traffic signal at Garrett Street was questioned by CAC members. They saw the residential area in the Garrett Street and Frewing Street area without access to or from Highway 99W if no traffic signal was provided for them. The traffic signal was noted as possibly being more advantageous to them at the Frewing Street-Highway 99W intersection.

The observation was made that S.W. Watkins is being used as a "short cut" between Washington Square and Highway 99W southbound.

From the discussion concerning the proposed raised median area, a CAC member suggested U-turn movements in this area. Jim McClure observed that the U-turn movements should be uniform so that traffic would approach the movement in the correct traffic lane. Tualatin Fire District staff noted that their vehicles could not negotiate the U-turn movement at the traffic signals but that U-turns between traffic signals would be better for them. A semi-mountable median for emergency vehicles was suggested.

The role of Tri-Met was discussed. It was noted that the management of the highway needs to include Tri-Met bus stops. The Tri-Met representative preferred far side bus stops at non-traffic light intersections and said that Tri-Met is interested in working with this project.

Miscellaneous comments from the CAC included insuring traffic signal synchronization to include the North Tigard Interchange traffic signal. Also, one member recommended that heavy truck traffic be kept in the right lane of traffic.

Those of the technical staff present at this meeting proposed to have a TAC meeting within a week and the CAC wanted their next meeting on June 22, 1978.

RC/ldo

Attachments

cc: F. B. Klaboe
[redacted]
R. N. Bothman
E. L. Hardt
D. R. Adams
G. A. Potter
M. J. Klotz
TAC Members
CAC Members

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JUN 5 1978
OFFICE
DIRECTOR of TRANSPORTATION

N Tigard Interchange - 99E + Bend Road
Hwy 99W Pacific West - Tigard TSM
CAC Meeting #2 May 25, 1978

Roster

Name	Agency	Telephone
J. Lenon	Oregonian	646-1372
J. Mc Clure	O.D.O.T.	238-8226
Dick Bolen	City of Tigard	639-4171
Lon Adams	ODOT	238-8226
Ron Higbee	TRI-MET	238-4891
Judie Howard	City of Tigard	639-4171
Ray Barker	" "	639-4171
Bob Fletcher	Ombudsman	639-8656
Doris Hanby	City of Tigard	639 4171
Paul Hailey	ODOT	238-8252
Ben Ratliff	ODOT	238-8252
Richard Wood	ODOT	238-8249
Craig Markham	ODOT - Environmental	238-7458
Raleigh Wilcapstone	ODOT	238-7437
Wilbur Bishop	City of Tigard	620-5399
Nancy Edlund	"	639-4171
Diane Lund	Community Press	620-4121
Pete Kolleas	City - Resident	639-5310
Donald L. Rea	Tigard Police Dept	639-6168
Bill Gilliam	Tualatin Fire District	638-6861
B. H. Ratliff	ODOT	638-8252

STATE OF OREGON

INTERCHANGE MEMO

TO: MEMO TO THE FILE

DATE: April 25, 1978

FROM: RALEIGH CAROTHERS
Project Coordinator

SUBJECT: N. Tigard Interchange-Beef Bend Road
Pacific Highway West (99W)
Tigard TSM Project
Citizens Advisory Committee (CAC) Meeting
No. 1

NOTED
E. S. HUNTER

This meeting was opened by Mayor Bishop who introduced the project to the committee. The meeting was held at noon on April 20, 1978, at the Hi Hat Restaurant in Tigard. The meeting roster is enclosed.

Jim McClure, ODOT Project Development Engineer, presented the general outline of ODOT's responsibility for highway projects and specifically Traffic Systems Management (TSM) projects.

Raleigh Carothers, ODOT Project Coordinator, discussed the role of the CAC, some of the project given conditions and two project goals. The goals were:

1. The TSM improvement is intended to achieve a more efficient utilization of an existing transportation facility. The improvements are traffic engineering and operational improvements designed to reduce congestion, facilitate flow of all types of traffic and improve overall highway safety for both people and vehicles.

2. Accomplish the TSM improvements without jeopardizing future plans, options or alternatives.

RECEIVED
TECHNICAL SERVICES
APR 27 '78
REFER TO
Tenberg
FOR

Info	Investig	R/W	D/R	Stds	Mgt	Info
X						

4-28. ft

Dick Bolen, Tigard Planning Department, presented two issues that needed to be addressed before the project direction and design could be determined.

The first issue involved inherent conflicts between the four basic types of traffic (through, local commuter, shopping and commercial) using Pacific Highway West. Resolving this conflict between through and local traffic circulation was noted as the primary challenge to developing a traffic improvement plan for this arterial/strip commercial highway.

81-125-1387

By motion and vote, the CAC recommended that each type of traffic be given equal status and have a plan developed which serves each without giving a priority status to any single type of traffic. The committee furthermore wanted to include priorities of hour of day and day of week in the signal phases to help implement this recommendation.

The second issue stated that a TSM improvement project being intended as short-term solutions to existing traffic problems could frustrate our ability to provide for future traffic needs.

By motion and vote, this committee recommended that the scope of this improvement plan from a planning standpoint should look beyond the present funding capabilities of this project and provide an improvement which is compatible or adaptable to a future conceptual master plan, to be used as a guide by the City and State, when making future land use and/or improvement decisions affecting the highway; thus, proposed improvement projects could be reviewed for consistency with the master plan.

The consensus of the CAC was that they needed concrete traffic and engineering data to discuss at the next CAC meeting on May 25, 1978, at noon at the Hi Hat Restaurant in Tigard.

Meeting was adjourned.

RC/ldo

Enclosure

cc: F. B. Klaboe
[redacted]
R. N. Bothman
E. L. Hardt
D. R. Adams
G. A. Potter
M. J. Klotz
J. D. McClure
T. H. Schwab
CAC Members

9059

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Tigard
City Hall
Tigard, OR 97223
Attention of Doris Hartig, City Recorder

Request No. (assigned by staff engineer or head of section) CC 1810

Date April 11, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit $11,360.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in Advance Deposit	$1,200.00	
		To be transferred to State Hwy. Funds for the S.W. Beef Bend Rd.-N. Tigard Inter., Section [redacted] Agreement No. 6396		$10,160.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 11,360.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 34-1968-295

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved:
Regional Engineer

Approved: Gerald W. Wimer
Gerald W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: April 4, 1978

FROM: RALEIGH CAROTHERS
Project Coordinator

SUBJECT: N. Tigard Interchange-Beef Bend Road
Pacific Highway West (City of Tigard)
ODOT-City Technical Advisory Meeting

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
APR 6 '78
REFER TO
FOR
Info | Invest | R/D | D/E | Sign | For | File

The Mayor of Tigard and three of his staff members met with ODOT staff at the Metro office on March 30, 1978, concerning the progress of the project and its priorities. Attendees' names are on attached list.

Tom Schwab discussed three distinct land-use areas, Highway 217 Interchange north, Greenburg to Highway 217, and Greenburg south, and that their traffic problems were different.

Dick Bolen noted that the City sees this highway as a tool for local purposes but that ODOT sees it as a link in the statewide highway system. Because of this fact, there would have to be a compromise so that the goals and objectives of this project could be resolved.

The City staff stated that their priorities for this project were (1) to maintain traffic efficiency by having signalization so that traffic could work for the advantage of all, and (2) to maintain safety.

Certain questions arose concerning suggested direction in design of the traffic. City staff said that there will not be as much land development adjacent to the highway south of Greenburg Road as there is north of the Highway 217 Interchange.

The mayor noted that the U-turns could be designed where wide, unused highway right-of-way exists. Such areas are near Park Street, S.W. 79th Avenue and S.W. 72nd Avenue intersections. The landscaped median would not need to be continuous but there could be pockets of landscaping.

Mayor Bishop wanted to know when the project TAC/CAC would be introduced to the project so a date of April 20, 1978, was arranged for a TAC/CAC meeting at a place determined later.

Because of the need for a compromise in the goals and objectives of this project, the TAC/CAC will be sent the following agenda of the meeting by mail for the April 13, 1978, meeting:

81-125-1387

Phase I. Discussion of Goals and Objectives

A. Function of Pacific Highway West
B. Purpose of Project
C. Listing of Issues and Problems (as we see it)
D. Committee Add More Issues to List
E. Design Objectives

Phase II. Discussion of Design Concepts

A. Recommendation of Signal Progression Operators
B. Intersection Design to Accommodate U-Turns
C. Raised Medians
D. Display Map with City Zone Areas in Colors for Viewing and Discussion

A meeting was planned for 2:00 p.m., April 6, 1978, at the ODOT Metro Building with Jim McClure, Richard Bolen and Raleigh Carothers to determine compromised goals and objectives to present to the TAC/CAC.

RC/ldo
Attachment
cc: F. B. Klaboe
[redacted]
R. N. Bothman
E. L. Hardt
D. R. Adams
G. A. Potter
M. J. Klotz
J. D. McClure
G. W. Kaiser
T. H. Schwab
Wilbur Bishop, Mayor, City of Tigard
Ray Barker, City of Tigard
Richard Bolen, City of Tigard
Nancy Edward, City of Tigard

9059

March 10, 1978

City of Tigard
City Hall
Tigard, OR 97223

Attention: Doris Hartig
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6396

Gentlemen:

Attached for your records is a fully executed copy of an agreement for improvement of the S.W. Hall Blvd-Hwy. 99W Interchange Section of the Pacific Highway West in Tigard.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

STATE OF OREGON

INTER-OFFICE MEMO

TO: L. E. GEORGE
Traffic Engineer

DATE: February 27, 1978

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: Tigard TSM Project
N. Tigard Interchange-Beef Bend Road

On the subject project, the Mayor of Tigard has indicated the desire to have U-turns allowed at signalized intersections through the city on 99W. We are taking the approach that this may be a reasonable suggestion. The allowed U-turns would be developed in conjunction with a raised median of some sort to prevent left turns between intersections.

I have asked Tom Schwab to develop some estimate of traffic volumes that might be expected with the U-turn configuration, anticipating that there will be a substantial number of uses of the left-turn channelizations by people making U-turns trying to get into the abutting businesses.

What I need from the traffic section is an indication that U-turns are an acceptable operation option and what criteria are necessary to make U-turns operationally sound. What kind of volumes can we handle with U-turns being made from the left-turn refuge. What kind of minimum radius should we look for considering that delivery trucks may be required to use such a left-turn facility to access local business? Will the left turns have a serious detrimental effect on signal phasing? Do we have any accident history on these kinds of facilities or do we have any information from other states that would provide us some indication of possible safety hazards.

The development of the project is about to start. We have had an initial meeting with the City of Tigard. I am hoping that you can respond to this rather quickly so we can advise the City who in fact are the initiators of the project and are putting up the local match.

DRA/ldo

cc: [redacted]
J. D. McClure
M. J. Klotz
T. H. Schwab

Bill George
Pls. discuss

9159

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-24-78

FEDERAL AID PROJECT NO. 9-3(4)

STATE PROJECT NO. See Below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80110

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

RECEIVED
DOT OPERATIONS
MAR 1 '78
REFER TO

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2-24-78	Primary 9	Primary 1W

GENERAL LOCATION:
North Tigard Interchange-Beef Bend Road (Tigard) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $80,000
Federal Funds $68,640
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1-4-78 letter.

(Advice #823-10-8-05 dated 2-21-78)

NOTED
F. B. KLABOE
3-1-78

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-24-78	G K Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM FR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9059

T1-61

CITY OF TIGARD

P.O. Box 23397
12420 S.W. Main
Tigard, Oregon 97223

February 21, 1978

Jon Rose
Federal Aid Engineer
Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: Proposed Agreement - Pacific Highway West
SW Beef Bend Road N. Tigard Interchange
Section - City of Tigard

Dear Mr. Rose:

Enclosed are three signed copies of a proposed agreement covering the above mentioned matter. We also enclosed a copy of Resolution No. 78-12 which gives authorization for the City of Tigard to execute this agreement.

Please return a fully executed copy of this agreement for our files. Thank you for your assistance in this matter.

Sincerely,

Doris Hartig

Doris Hartig
City Recorder

From Metro Jon Rose | Date FEB 23 '78

To [redacted] Traffic Region 1

Comments: Here are 3 copies of the agreement covering the TIW project from N. Tigard Intch. to Beef Bend Rd., signed by Tigard city officials and approved by the Metro Administrator. Please forward for further processing.

Jon Rose

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
FEB 27 1978
FE[redacted]
TAA _____ File: PM FA LG OP

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: January 30, 1978

FROM: RALEIGH CAROTHERS
Project Coordinator

SUBJECT: City of Tigard/ODOT Meeting
N. Tigard Interchange-Beef Bend Road
Pacific Highway West (99W)

The Metro staff of ODOT met with the Mayor of Tigard and two of his staff members at the Metro office on January 26, 1978, concerning the subject project. Attendees' names are on attached list.

Don Adams outlined the project in the guidelines of the Oregon Action Plan. He stated that this Transportation System Management (TSM) project is the first of its kind in this region and ODOT will closely manage the preliminary engineering because it is difficult to get additional e(4) grant funds.

Jim McClure pointed out that the FHWA's share of the funding was in the form of a grant instead of by the conventional funding system. The funds would be available approximately March 1, 1978.

Mayor Bishop stated that it is extremely difficult to get onto the Pacific Highway through Tigard. He asked about making the existing median into safe, controlled left-turn and U-turn areas with a raised median where the turn movements were not necessary at non-intersection locations. This would be in strategic places in conjunction with the proposed traffic signals.

Mayor Bishop outlined four goals of this $850,000 Pacific Highway Traffic Safety Improvement Program as follows:

1. Establish an improved traffic flow through the city with synchronized signalization at all major intersecting streets funneling in on Pacific Highway from S.W. 69th Street to Beef Bend Road.

2. Guarantee and improve vehicle safety by redesigning the fifth (center) lane to provide designated left-turn and U-turn holding lanes combined with a raised landscaped median in a way that will not stifle the existing or continued commercial use of the properties along Pacific Highway.

3. Plan for necessary Tri-Met bus turn-out lanes and widening in areas where there is additional highway right-of-way that can be utilized and that will enhance the ability to provide safe left-turn and U-turn areas.

NOTED
F. B. KLABOE

81-125-1207

4. Review possibility, cost and federal grant financing available for improved lighting along the highway over and above the $850,000 already allotted for this program.

Dick Bolen was interested in adding sidewalks to the project on Pacific Highway where none now exist. Don Adams recommended keeping it as a low priority because it is doubtful that the allocated funds could afford this item along with the list the Mayor requested.

The following recommendations were made at this meeting:

1. To inform Tri-Met of this proposed project and its progress.

2. To have the City of Tigard give Tom Schwab any traffic count information they have available. The traffic study at this time was estimated at taking four to six weeks.

3. Battalion Chief Bill Gilliam of the Tualatin Fire District will be contacted for a representative on the project CAC/TAC assigned by the Tigard City Council.

4. The City of Tigard will loan ODOT their topography maps of the project area to be copied by the Photogrammetry Section in Salem. The City has available both 1"=100' topography maps with 2' ground contours and mosaics of the area. The intersections will be enlarged to a 1"=50' scale in the future.

5. In order for the City to be paid for PE work from the federal funds, their work must result in a product. Jim McClure suggested the possibility of the City conducting a poll of citizens who live and have businesses along the highway and get their attitudes of the project. This may be within the scope of a category 3 project and should be worked out with our environmental staff to determine if of value for developing the Negative Declaration statement.

6. Don Adams discussed some troubles maintaining landscaping areas, including high cost and manpower shortage. Mayor Bishop spoke of pockets of landscaping in the median designed for minimum maintenance. The recommendation was made to investigate and draw some landscape designs for the median and then let operations personnel review it.

Jim McClure showed a tentative time schedule of the project with the survey authorization about March 1, 1978, and construction optomistically beginning in the spring of 1980, provided no major problems are experienced.

Mayor Bishop stated that ODOT has a lot of opportunity to make this a model highway project.

RC/ldo

Attachment

cc: [redacted]
E. S. Hunter
R. N. Bothman
E. L. Hardt
D. R. Adams
L. S. Oseran
G. A. Potter
M. J. Klotz
J. D. McClure
T. H. Schwab
G. W. Kaiser
R. D. Carothers
Mayor Wilber Bishop City of Tigard
Raeldon Barker " " "
Dick Bolen " " "

N. Tigard Interchange-S.W. Beef Bend Road

Meeting Roster

January 26, 1978

<u>City of Tigard</u>

Mayor
Wilber Bishop
620-5399

City Administrator
Raeldon Barker
639-4171

City Planner
Dick Bolen
639-4171

<u>ODOT</u>

Project Development Manager
Don Adams
238-8226

Project Development Engineer
James McClure
238-8226

Transportation Analysis Engineer
Tom Schwab
238-7502

Project Coordinator
Raleigh Carothers
238-7437

ldo

9059

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 4, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration
Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: PROJECT DATA SUBMISSION
Item No.
Project No. IX-9-3(4)
N. Tigard Intchge.-Beef Bend Rd. (Tigard) Section
Washington County

Attached is support data consisting of PR-1 Form with project maps and Federal Aid Project Request.

We request financing this project utilizing Interstate Substitution General Funds and authorization to proceed with all phases of preliminary engineering, including utility preparatory work, in compliance with federal regulations and the Oregon Action Plan at an estimated cost of $80,000 with obligation of $68,640 in federal funds.

This request is based on the previously forwarded CRAG Resolution BD 770707 dated August 4, 1977 and Governor Straub's letter dated _____, to your office.

A copy of the State Clearinghouse A-95 review letter of approval for this project will be forwarded under separate action.

DRH:dpy

Attachments

cc: R. N. Bothman, Metro Office
E. L. Hardt, Region 1
Max Klotz
Gary Zehner

1-12-78
AD 360
$11,360

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 1-61)

1/4/78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
		SR 99W, N Tigard Int. to Beef Bend Rd (Tigard)	ADT	29,000	43,000	97	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
	Preliminary Engineering								IX-	9-3

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	COD
	Interstate Substitutions General Funded	Washington	067
	NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
	Portland	P	9	1W	--

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(14-15)	(16)	41	42	43-46	53		(54-58)	(59-66)	(67-76)		
5					PE		"N Tigard Intchge-Beef Bend Rd. (Tigard) Section"	3.5	80,000	68,640		11,360 (City)
5					ROW							
5					CONST (CODE)							
							PROJECT TOTALS	3.5	80,000	68,640		11,360 (City)

CARD	CODE	PREPARED BY	DRH
1	1		
	14	PROGRAM APPROVAL DATES	

(16) (23) (24) (33) REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

1/4/78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPR CODE	ITEM NO.
R 99W, N Tigard Int. to Beef Bend Rd (Tigard)	ADT	29,000	43,000	97	10	Oregon	41	823	80110

TYPE OF WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
Engineering								IX-	9-3	(4)		

	COUNTY NAME	CODE	PROGRAM STAGE
Substitutions General Funded	Washington	067	1 OR 2

	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Portland	P	9	1W	—

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE			3.5	80,000	68,640		11,360 (City)	
ROW								
CONST (CODE)		"N Tigard Intchge-Beef Bend Rd. (Tigard) Section"						
PROJECT TOTALS			3.5	80,000	68,640		11,360 (City)	

ESTIMATED PROJECT COST BY PHASES

BY DRH

APPROVAL DATES

REMARKS

USCOMM-DC [illegible]

N. Tigard Intchge.-Beef Bend Rd. Section
Project No. IX-9-3(4)

Data for F

Existing Facility

Roadway -- Bituminous surfaced roadway 52 ft. to 68 ft. wide providing 4 travel lanes intersperse with left turn refuge lanes and variable shoulders.

NOTE: 1)
2)

Structures -- MP 8.65 O'xing Highway 144, Br. No. 9519, length 216 ft., RCDG spans, HC 72 ft. Loading H-20.

MP 9.21 O'xing SPRR (Tigard), Br. Nos. 2532, length 344 ft., RCDG Spans, HC 52 ft. loading H-15.

MP 9.37 Fanno Creek, Br. No. 2533, length 124 ft., RCDG Spans, HC 52 ft., loading H-15.

Project Data: Work under this project consists of preliminary engineering all phases including utility preparatory work necessary for the future improvements on existing signals, additional new signals, synchronization, channelization of intersections, construction of public transit (bus) turnouts, median barriers with controlled left turns, possible intersection revisions, provisions for U-turns for access to businesses and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project requiring a negative declaration concurred in by FHWA on December 14, 1977.

FHPM 4-1-4 Requirements:

a) State Clearinghouse -- A-95 review letter of approval dated _____.

b) District 2 Clearinghouse -- A-95 review satisfied through inclusion of project in CRAG '78 TIP/AE.

FHPM 7-7-5 Requirements: In conformance with the Oregon Action Plan, Federal Statutes and Regulations.

Data for PR-37: Preliminary Engineering:

Field Work	$65,000
PS&E Preparation	$15,000
TOTAL	$80,000

oviding 4 travel lanes NOTE: 1) This project is in Congressional District No. 1.
shoulders.

2) This project is included in CRAG FY '78 TIP/AE Line Item 239.

216 ft., RCDG spans,

gth 344 ft., RCDG Spans,

., RCDG Spans, HC 52 ft.,

engineering all phases
provements on existing
on of intersections, con-
th controlled left turns,
cess to businesses and

rical and Recreational

gative declaration con-

l dated _____.

rough inclusion of project

ion Plan, Federal Statutes

1057

January 4, 1978

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, OR 97310

Dear Governor Straub:

The Columbia Region Association of Governments has approved a resolution (copy enclosed) covering the use of Mt. Hood Interstate transfer funds for the North Tigard Interchange-S. W. Scoff Sand Road Section of the Pacific Highway West in Tigard. I recommend your concurrence in the resolution.

Enclosed is a draft of a letter to Ellen Brown, Division Administrator of the Federal Highway Administration. I will forward the necessary programming documents to the Federal Highway Administration.

Sincerely,

Robert A. Burco
Director of Transportation

Enc.

cc Burton Kent
Executive Director
Columbia Region Association
of Governments, w/enc.

bc F. B. Klobes
H. S. Coulter
R. H. Bothman
D. H. Nachring

CRAG RESOLUTION

BD 770707

FOR THE PURPOSE OF APPROVING HIGHWAY 99W PROJECT UNDER CATEGORY V INTERSTATE TRANSFER (PART OF REGIONAL TSM RESERVE)

WHEREAS, through BD 770508, the Board of Directors established a $5,000,000 reserve of Interstate Transfer funds to be used to fund the federal share of TSM projects; and

WHEREAS, the transportation problems on Highway 99W, between Bull Mountain Road and the North Tigard Interchange, are critical problems of regional consequence; and

WHEREAS, the City of Tigard has prepared a program design to resolve the Highway 99W problems using TSM; and

WHEREAS, the City of Tigard accepts responsibility for providing local matching funds; and

WHEREAS, the CRAG staff has determined this project meets the Board's criteria for setting Transfer fund priorities; and

WHEREAS, the CRAG Transportation Technical Advisory Committee and staff have found the project in accordance with the intent of TSM planning procedures; now therefore be it

RESOLVED, the Board of Directors designates the 99W project Priority Number 1 in Category V of the Transfer program and hereby approves and sets aside $731,000 from available 103(e)(4) funds for the project; and be it further

RESOLVED, the Board of Directors hereby funds: the project is in accordance with the region's continuing, cooperative comprehensive planning process; is incorporated in the Transportation Improvement Plan and Annual Element; and hereby is given affirmative A-95 approval; and be it further

RESOLVED, the Board of Directors directs and authorizes the Executive Director to forward the project application to the Governor through his Department of Transportation for his consideration and submission to the U.S. Department of Transportation

— over —

and to take other action as necessary to carry out the purposes of this resolution.

ADOPTED, by the Board of Directors this 4th day of August, 1977.

By _____
Larry Rice, Executive Director

Form FHWA 121 (Rev. 8-72)

9057

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem, Oregon 97308

Memorandum

DATE: December 14,1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project No. IX-9-3(-)
N. Tigard Interchange-SW Beef Bend Road
Pacific Highway West (99W)
Washington County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, DOT
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Wimer's 11-25-77 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William D. Fagan

G. L. Green

for

cc:
ODOT (Potter, Laux)
OSHD (Markham, Reg 1)

RECEIVED
TECHNICAL SERVICES
DEC 19 '77
REFER TO
Proj. Mgt
FOR
Info | Invest | E/D | D/R | Clear | Act | File

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. MOEHRING
Program Management Engineer

DATE: December 13, 1977

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: North Tigard Interchange
SW Beef Bend Road Project

In a letter dated November 23, L. E. George requested that the signals at Walnut Street and Beef Bend Road currently programmed for transition quarter funds and the signal at Pfaffle Road scheduled for primary funding be re-programmed to be included in the subject TSM project using interstate transfer funds.

Mr. George's request is based on our efforts here to get those three signals included in this TSM project and to delete the individual signal projects from the project management run. However, it is not my intent to re-program all the projects for interstate transfer funding.

Funding for Walnut Street and Pfaffle Road under the interstate transfer project, North Tigard Interchange to SW Beef Bend Road, is satisfactory. However, the Beef Bend Road project should continue to be funded with transition quarter funds. The North Tigard to Beef Bend Road project was extended from Bull Mountain Road south to Beef Bend Road to include the Beef Bend Road intersection in the TSM study. It was neither the intent of the City of Tigard, CRAG, or this office to include funding the signal installation at Beef Bend Road with interstate transfer funds.

Our request is that you maintain the Beef Bend Road signal in the transition quarter funding, and that you re-program the Walnut Street and Pfaffle Road signals under the interstate transfer fund project.

ls

cc: [redacted]
L. E. George
F. Terpin
G. Potter
E. Hardt

RECEIVED
TECHNICAL SERVICES
DEC15 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

Cross Referenced To:
Int 5-2
Wash. Co.

Donald R. Adams
Project Development Manager

December 8, 1977

E. S. Hunter
Technical Services Engineer

Traffic Signals on 99W
City of Tigard and King City

1205-S
1381-K

Tra 7-6-1
King City

Tra 7-6-1
Tigard

Your November 9 letter recommended that contract letting for signal projects at ORE99W and Walnut Street and at Beef Bend Road be delayed until the TSM study from Bull Mountain Road to North Tigard Interchange is farther along.

I concur with your recommendation. The Traffic Engineering Unit has already taken action to have these two projects removed from the Project Management System run, as well as a proposed signal which shows in the Six-Year Program for ORE99W at Pfaffle Road.

cc F. B. Klaboe
D. H. Moehring
J. H. Versteeg
L. E. George
E. L. Hardt

RDT:rw ja

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. HUNTER
Technical Services Manager

DATE: November 9, 1977

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: Traffic Signals on 99W
City of Tigard and King City

Under the Mt. Hood Transfer funding, we will begin a TSM study on the section of 99W through Tigard from Bull Mountain Road to North Tigard Interchange. This project will be aimed at improving the flow of through traffic and circulation of traffic in Tigard through the use of a signal interconnect, median divider and other traffic flow improvement techniques.

Two signals are on the current contract letting schedule for the fourth quarter of fiscal '78. Both signals are to be financed with transitional quarter funding. One signal at Walnut Street is within the limits of the TSM project. Another signal at Beef Bend Road is just a quarter mile south of the project and by verbal agreement with the City of Tigard will be included in the study.

I am concerned that we will be "plunking" signals in at locations that show up poorly in the TSM study.

I recommend the contract letting for these street projects be delayed until the TSM study is complete or nearly so. The two signal projects at Walnut and Beef Bend Road would await some early indication in the TSM study that they are needed prior to initiating the project development work.

We are proceeding on this basis. If there are any problems with this approach, please advise.

DRA/ldo

RECEIVED
NOV 16 1977
TRAFFIC ENGINEERING

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TECHNICAL SERVICES
NOV 14 77
REFER TO George
FOR
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K

81-128.1387

1069

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
Program Management Engineer

DATE: November 23, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: North Tigard Interchange-S.W. Beef Bend Road
Pacific Highway West
Washington County

NOTED
E. S. HUNTER

The subject project, which is to be financed with Interstate Transfer Funds, includes the installation of traffic signals at Walnut Street, Beef Bend Road and Pfaffle Road. These three signal projects are currently programmed for construction; Walnut Street and Beef Bend Road with Transition Quarter Funds and Pfaffle Road with Primary Funds.

Please delete these three existing projects from the Project Management System run.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

JII:ds

cc: E. S. Hunter
R. N. Bothman
F. E. Terpin
G. A. Potter
E. L. Hardt

RECEIVED
TECHNICAL SERVICES
NOV 28 '77
REFER TO
FOH
Info | Invest. | R/D | S/R | Bldg | Agt | File

81-128-1367

7059

1

DATE: November 21, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: M. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

On the Consent Calendar for the December meeting will be a request for approval of an Interstate transfer project.

The City of Tigard is requesting an $30,000 preliminary engineering project to improve and add signalization, left turn lanes, transit stops, median treatment from N. Tigard Interchange south 3.2 miles to S.W. Beef Bend Rd. on Pacific Highway West. The City will provide all the required $11,360 of local match.

This project has been investigated and is eligible for funding under this program. I recommend your approval of the project and request authorization to sign the project agreement for and on your behalf.

DFS:tmc

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. N. Bothman
L. E. George
J. H. Verstoeg
F. E. Yarpin
V. E. Skoog
E. L. Hardt
George Bell

9059

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: D. H. MOEHRING, Head
Project Management Section

DATE: November 17, 1977

FROM: MAX J. KLOTZ
Technical Services Engineer

PROJECT MANAGEMENT
PME ☐ CCE ☐ ONI ☐
LGE ☐ FAE ☐ OPE ☐
NOV 17 1977

SUBJECT: N. Tigard Interchange-Beef Bend Rd.
Pacific Hwy. West (99W)
Washington County
City of Tigard
Planning File No. 77-61

File: PM FA
TAA LG OP

Attached is a program request packet for the subject project containing:

To Terpin 11/17/77

1. Authority for Survey
2. Federal Aid Project Request
3. Environmental Assessment (also previously submitted to G. A. Potter)
4. Project Information Sheet
5. City of Tigard Resolution No. 77-81
6. CRAG Resolution BD770707
7. Agreement Information Sheet - To Wimer 11/22/77

The original southerly limit of this section was Bull Mountain Road and the CRAG Resolution refers to the Bull Mountain Road - North Tigard Interchange section. At the request of the city of Tigard the project was extended to the south to the next intersection which is Beef Bend Road. Hence the new title.

This section overlaps several other intersection signal projects currently carried on our schedule of contract lettings: Pacific Highway West at Beef Bend Road, Walnut Street and McDonald Street.

The engineering of the first two (Beef Bend Road and Walnut Street) has not yet been started. These should be developed and constructed as part of this larger project.

The third signal (McDonald Street) is complete as far as the field engineering is concerned and because of the need, should proceed to contract independently. However provisions should be made so that signal can be intertied with the other signals as a part of the larger contract.

The requested project is in the Preliminary Six-Year Highway Improvement Program but not in the present program we are working under. We do not want to wait for the new program to be approved before starting the engineering therefore we request that this project be added to the present program.

Only the $80,000 to cover the preliminary engineering should be programmed at this time.

ja
Enclosures
cc: L. E. George
F. R. Terpin

11-123-1267

Project N. Tigard Interchange – Beef Bend Road

Agency City of Tigard Date Nov 15, 1977

Type of Project T.S.M. funded with e(4) transfer dollars

The agreement on this project should provide for the following responsibilities where applicable:

	State	Applicant	Consultant
Field Survey	(X)	( )	( )
Soils Investigation	(X)	( )	( )
Base Design	(X)	( )	( )
Bridge Design	NA ~~(X)~~	( )	( )
Signal Design	(X)	( )	( )
Final Design and Specs	(X)	( )	( )
Acquire R/W	(X)	( )	( )
Relocate Utilities	(X)	( )	( )
Construction Engineering	(X)	( )	( )
Environmental Statements	(X)	( )	( )

		State	Applicant	Contractor
Maintenance During Construction		(X)	( )	( )
Maintenance After Completion - Roadway		(X)	( )	
Maintenance After Completion - Signals		(X)	( )	
Power Consumption - Signals		( )	(X)	
Power Consumption - Lighting		( )	(X)	
Pay for Irrigation Water	NA	( )	( )	

Construction will be by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit for PE Required Yes (X) No ( ) (14%)

State will Advertise, Let and Award All Contracts yes

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance NA

FEDERAL AID PROJECT REQUEST

Date September 7, 1977

Applicant Agency City of Tigard

Request for: Off-System____, FAS-C____, FAUS____ Project e(4) Transfer

Federal Aid Route No. FAP-9 Route Name Pacific Hwy. West (99W)

Project Name N. Tigard Interchange-Southwest Beef Bend Rd. (Tigard) Section Pacific Hwy. W. (99W).

Project Length 3.2 miles Project Location (Attach sketch map)

Project Description Improve and add signalation, revise left-turn movements, construct transit stops, ~~(possible frontage road construction)~~ and/or intersection revisions, possible center landscaped median barrier with controlled left-turn bays. Other work as identified in PE to facilitate movement of both local and through traffic, along with provisions for U-turns to access businesses on the highway.

Average Daily Traffic 26,600 - 33,500 Design Speed 40

1976 ADT Min. Max.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 52'-68' Travel Lanes 4 Shoulders At some locations

Medians Intermittent left turn lane Parking prohibited

Sidewalks At some locations

Remarks the typical section varies throughout the project

2. Desired Roadway Cross Section: (Attach sketch)

Width VARIES Travel Lanes 4 Shoulders VARIES

Medians to be determined Parking prohibited

Curbed yes Length Curb Radii

Sidewalk/Bikeway to be determined

Remarks basic roadway width to remain, except at specific locations necessary for improving traffic flow ----identified during preliminary engineering phase.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width VARIES Minimum 80 Maximum VARIES

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No Some parcels of R/W acquired for highway improvement projects after 1/2/71.

3. Will additional right-of-way be needed? Yes possibly* No
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No

Remarks *Additional R/W if required will be determined during PE phase

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location: (Ten intersections signalized)

I-5 ramps (southbound "off"and in Northbound-Southbound"on")*Fred Meyer entrance *Drive-In Theater,*Hwy. 212 ramps, *Hall Blvd., *Greenburg/Main St., *Johnson/Main St S.W. Garrett St., S.W. McDonald (anticipate contracting 7/78), Bull Mt. Road.

*Signals on Intertie

2. Proposed Signalization: Seven or eight (/ signalized intersections)

Location S.W. Park or S.W. Watkins Ave., S.W. 69th Ave. or S.W. 71st Ave., S.W. Pfaffle Rd., Northbound "on" ramp to Hwy. 217, S.W. Walnut, S.W. Gaarde St., S.W. Canterbury Lane, Beef Bend Road

Type to be determined during PE

Phases "

Type of Suspension "

Interconnected Yes

Remarks Signalization project proposes to computerize the entire signal system throughout the project. Locations of proposed or additional signals dependent upon preliminary engineering investigation.

3. Permanent Signing:

Include in project or by applicant? Included in project

4. Permanent Striping:

Include in project or by applicant? To be included in project as extra work by State forces.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Illumination at various locations now exist along the project's length.

2. Proposed Illumination:

Location

Type

Remarks Improvements or revisions to illumination to be determined during preliminary engineering phase.

V. STRUCTURE DATA

1. Existing Structure:

Location O'xing of SPRR and Fanno Creek

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place? No change in structures anticipated.

2. Proposed Structure: No new structures anticipated.

Location

Approximate Size: Length N/A Width N/A

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? N/A

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No

   Name of Railroad Southern Pacific Transportation
   Existing Crossing Protection Structure over railroad

2. Will existing railroad crossing be altered? No changes anticipated.

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — ODOT (Metro Office) and City of Tigard Office
2. Environmental — ODOT (Metro) Office
3. Public Hearing — City of Tigard Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant_____ State__X__ Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes__X__ No_____
If "yes," describe briefly: Preliminary engineering and preparation of contract plans.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 250,000
Right-of-way costs (if participating)	
Traffic control (signals)	350,000
Illumination	
Structures	
Railroad	
Other Signal Intertie	170,000
Preliminary engineering	80,000
PROJECT TOTAL	$ 850,000

Remarks Actual costs of the various features of the improvement project may vary upon completion of preliminary engineering phase.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Tigard and/or _____ COUNTY

By Wilbur A. Bishop
Mayor

By Denis L. Hayter
City Recorder

By_____

By_____

By_____

Approved to Form

James D. McClure
Project Development Engineer

EXISTING INTERSECTIONS SIGNALIZED ---- ⊗

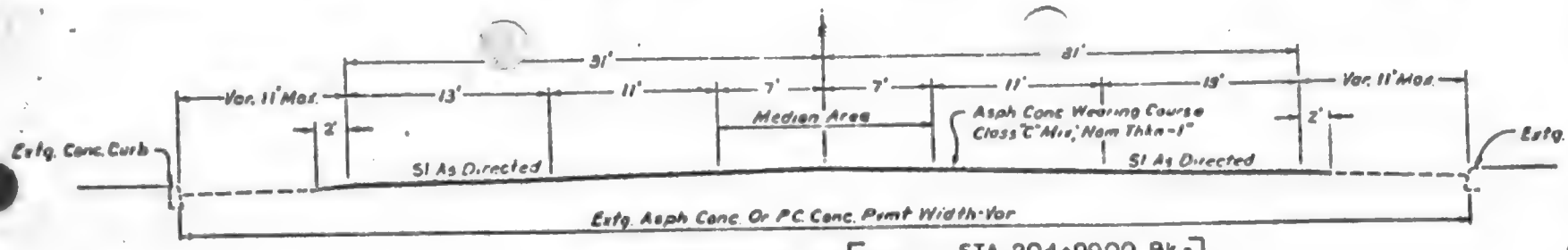
PROPOSED INTERSECTION SIGNALIZATION--- ○

I-5 INTERCHANGE
Begin Project

SOUTHWEST BEEF BEND ROAD
Project

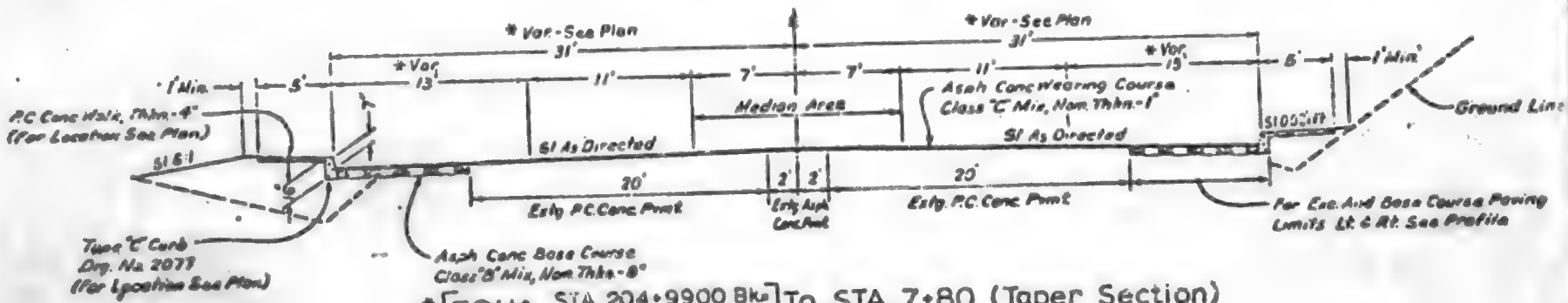
TIGARD
WASHINGTON COUNTY, OREGON

TYPICAL SECTIONS



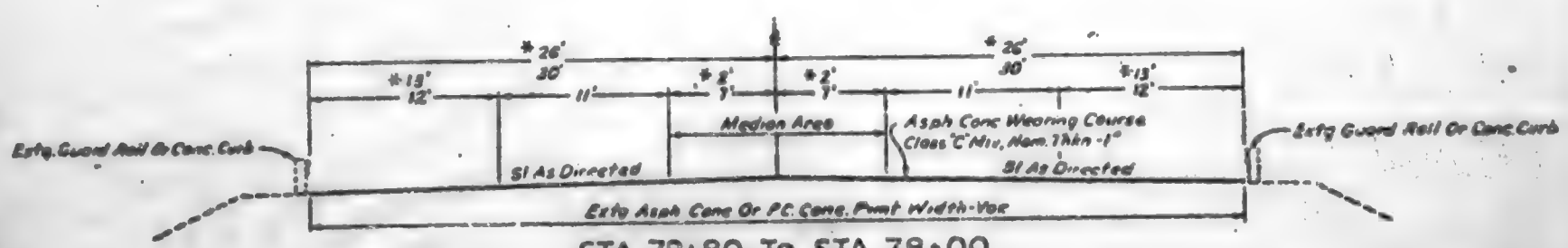
STA. 202+00 To [EQUA. STA. 204+9900 Bk. = STA. 5+3340 Ah.]

STA. 47+00 To STA. 72+80



* [EQUA. STA. 204+9900 Bk. = STA. 5+3340 Ah.] To STA. 7+80 (Taper Section)

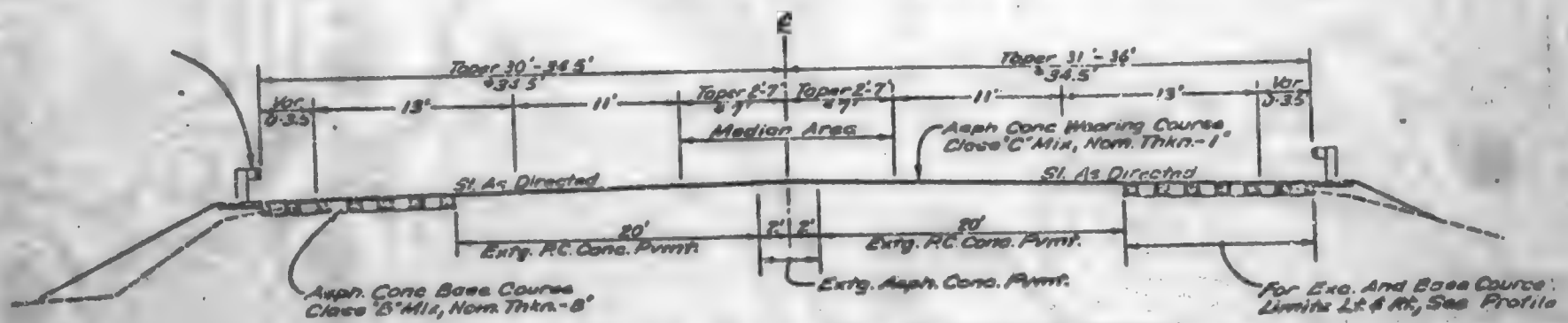
STA. 7+80 To STA. 47+00



STA. 72+80 To STA. 78+00

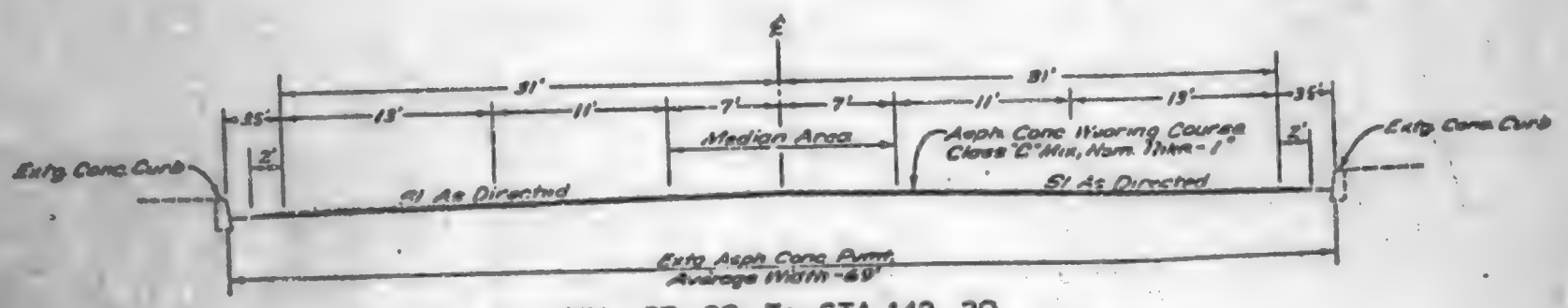
78+00 To 82+80 (Taper Section)

* 82+80 To 93+55



* STA. 93+55 To STA. 97+00 (Taper Section)

97+00 To 97+80



STA. 97+80 To STA. 142+30

142+30 To 146+00 (Taper Section)

EXISTING ROADWAY SECTIONS

CRAG RESOLUTION

BD 770707

FOR THE PURPOSE OF APPROVING HIGHWAY 99W PROJECT UNDER CATEGORY V INTERSTATE TRANSFER (PART OF REGIONAL TSM RESERVE)

WHEREAS, through BD 770508, the Board of Directors established a $5,000,000 reserve of Interstate Transfer funds to be used to fund the federal share of TSM projects; and

WHEREAS, the transportation problems on Highway 99W, between Bull Mountain Road and the North Tigard Interchange, are critical problems of regional consequence; and

WHEREAS, the City of Tigard has prepared a program design to resolve the Highway 99W problems using TSM; and

WHEREAS, the City of Tigard accepts responsibility for providing local matching funds; and

WHEREAS, the CRAG staff has determined this project meets the Board's criteria for setting Transfer fund priorities; and

WHEREAS, the CRAG Transportation Technical Advisory Committee and staff have found the project in accordance with the intent of TSM planning procedures; now therefore be it

RESOLVED, the Board of Directors designates the 99W project Priority Number 1 in Category V of the Transfer program and hereby approves and sets aside $731,000 from available 103(e)(4) funds for the project; and be it further

RESOLVED, the Board of Directors hereby funds: the project is in accordance with the region's continuing, cooperative comprehensive planning process; is incorporated in the Transportation Improvement Plan and Annual Element; and hereby is given affirmative A-95 approval; and be it further

RESOLVED, the Board of Directors directs and authorizes the Executive Director to forward the project application to the Governor through his Department of Transportation for his consideration and submission to the U.S. Department of Transportation

— over —

2057

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT
MAJOR - NON SIG.
IX-9-3 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 10, 1977

Section N. Tigard Interchange-S.W. Beef Bend Road
Unit (if appl) _____
County Washington
City Tigard
Highway Pacific Highway West (99W)
State Hwy. No. 1W
Termini: M.P.(if appl) MP 7.42 - 10.96
Length 3.2 miles
Region METRO
Construction Estimate $850,000
Program Amount

B. Purpose of Project:

To improve traffic flows and control conflicts between through and local traffic; to improve capacity and safety by reducing left turn conflicts.

C. Origin & History of Project:

99W is a principal arterial which is a major north-south connection between cities of the Willamette Valley. While its functions have been partially taken over by I-5, 99W remains significant as a commercial route and as a recreational route to the Oregon Coast from Portland. Rapid urban development southward from Portland has created heavy traffic volumes with large amounts of cross street activity. Serious congestion has resulted and solutions are being investigated.

D. General Description of Project:

Application of Transportation System Management (TSM) is proposed and includes improvements on existing signals, addition of new signals, synchronization, channelization of intersections, and construction of public transit (bus) turnouts, median barriers with controlled left turns and possible intersection revisions, and provisions for U-turns for access to businesses. Efforts will be made to minimize right-of-way needs. The attached map indicates intersections for which signal additions or modifications are proposed.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 4-5 ; Med. L. Trn Shldrs. var.; Parking No
Proposed: No. Lanes 4-5 ; Med. Raised Shldrs. var.; Parking No

Traffic: Existing Facility: Existing ADT 26-35,500 Projected ADT 31-37,000; Yr. 1990
Existing Level of Service D

Proposed Facility: Projected ADT 31-37,000 ; Yr. 1990
Projected Level of Service D

Right of Way: Additional anticipated Possible if yes, give approx. No. Parcels_____
Yes, No

If any is required, it will be minimal and is limited by available funds.
Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

No significant amounts expected

Type of Structure(s):

None other than signals and rigging

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

A range of alternatives is available through the inclusion or exclusion of proposed intersection and signal modifications.

The no-build option would maintain the existing system and would result in a continuation of worsening congestion problems. The safety of the existing continuous left-turn median would decrease as traffic increases and strip development continues.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project section of 99W passes from the southerly end of the Tualatin Mountains into the Tualatin Valley. It crosses Fanno Creek (a tributary of the Tualatin River) by means of a viaduct in the City of Tigard, ascends to a small pass near Bull Mountain, south of Tigard, and then descends to cross the Tualatin River.

Most of the areas immediately adjacent to the highway are devoid of vegetation, with the exception of the pass at Bull Mountain Road.

2. Cultural:

The project section passes through the City of Tigard and is lined with commercial strip development. This has progressively added to the myriad left turn movements on the highway, increasing traffic congestion and accident risks. The high proportion of heavy cross traffic generators (i.e., fast food drive-ins, shopping plazas, drive-in banks and gas stations) make the situation particularly acute.

There are two schools adjacent to the west side of the highway: Charles Tigard School at School Street and a parochial school, St. Anthony's, at Southwest Johnson Street. These sensitive noise receptors are probably receiving more than the maximum design noise level of L_{10}=70dBA.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Requirements to be determined during PE. It is possible that no right-of-way will be acquired, due to cost or impact constraints.

2. Estimated Impact on Traffic Patterns: Installation of a continuous median barrier would shift all left turns to controlled intersections where U-turns would be permitted. Left turn refuges at intersections would reduce congestion and increase through traffic capacities.

Consequences--Air Quality, Noise, Safety, etc.: Sequencing of signals and construction of controlled left turn refuges might result in smoother flows of through traffic, with corresponding reductions in exhaust emissions and noise levels. Safety would be improved by control of turning movements.

3. Estimated Impact on Land Use: No significant direct effects are expected. Intersection improvements may relieve traffic problems in some sections enough to attract more traffic-generating businesses.

Consequences:

4. Expected Impact on Natural Ecological Resources:

No significant impacts expected

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

No significant direct impacts expected. Signal light rigging and structures will add to the visual effects of existing overhead wires and poles.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Noise levels at schools. Treatment of offset intersections, such as at Walnut Street (could involve either acquisition of right-of-way or maintenance of awkward traffic movements).

7. Potential for Controversial Issues:

Removal of continuous left turn lane prevents direct left turn access to businesses.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - consistent. Is likely to reduce emissions per vehicle, due to smoother traffic flows. DEQ may require an indirect source permit.

b. Noise Standards - Noise levels at the two schools are likely to be above the FHWA design noise level of L_{10}=70dBA. A noise study report is required. It is not likely that the proposed project will cause increases in noise levels.

c. Water Quality Standards - Waterways will not be affected

d. Area Land Use and Transportation Plans, and Zoning - Intensifying land uses and strip development have increased traffic and congestion on 99W. The proposed project is an attempt to reduce the adverse impacts of this development upon traffic flows and safety.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION----------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	_x_ D & F Neg.Dec.	___ ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Much of the work likely to be done in this project is of a type which could normally be covered by an assessment only. However, very little is known about the specific actions likely to be taken in this project, and consequently the impacts and public reactions cannot be adequately predicted until some PE has been performed. The project also involves a relatively extensive traffic system which has effects greater than the simple sum of its components. If PE reveals that the project action will be non-major, a supplemental assessment may be written, indicating that a negative declaration will not be required.

D. Recommended Project Category: ___ 1 ___ 2 _x_ 3 ___ 4

I-5 INTERCHANGE
Begin Project

EXISTING INTERSECTIONS SIGNALIZED ----- ⊗

PROPOSED INTERSECTION SIGNALIZATION--- ○

SOUTHWEST BEEF BEND ROAD
End Project

TIGARD
WASHINGTON COUNTY, OREGON

9059. (NTE0001) Planning File No. 77-61 2

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section N. Tigard Interchange-Beef Bend Road Date November 2, 1977

Highway Pacific Highway West (99W) Authorization No. 1

County Washington (City of Tigard) Survey Prefix 34-1968 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly end of the survey is located at the intersection of 99W and Beef Bend Road, 500 feet southwest of Tigard city limits. The easterly end is located at North Tigard Interchange at approximately Southwest 63rd Avenue. Overall length is 3.2 miles.

Proposed:

Intertie 8± existing signals and 10± proposed signals. Study for channelization, median area, transit stops, and other traffic improvements.

Purpose of survey:

Perform field survey, prepare plans, specifications, and estimate. Prepare draft and final negative declaration.

IX-1-3(4)
2.24.78

		Estimate of Cost
Field Survey	(901)	25,000
Citizen Participation	(902)	3,000
City or County	(903)	-
Consultant	(904)	-
Final Design	(905)	3,000
Bridge Design	(906)	1,000
Preliminary Design	(907)	
R/W Descriptions	(909)	600
Soils & Geology	(910)	1,000
Traffic	(911)	32,700
Landscape	(912)	500
Liaison R/W	(913)	500
Utility	(914)	500
Photogrammetry	(916)	-
Location Studies	(918)	200
Engr. Graphics	(919)	-
Office Engineer	(920)	-
Specifications	(921)	1,000
Environmental	(923)	8,000
Planning	(924)	-
Foundation Exploration	(926)	1,000
Seminars	(950)	
Hearings	(980)	2,000
Equal Opportunity	(985)	-
Advisory Committees	(986)	-

Category III M NS

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$80,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

R. T. Evan, Metro Location Engineer

Recommended for Approval:

M. J. Klotz, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Engr.

SP*23604-734

CONST [ ]

H 1 M B

9059

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S.W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

CLACKAMAS COUNTY
Barlow
Canby
Estacada
Gladstone
Happy Valley
Johnson City
Lake Oswego
Milwaukie
Molalla
Oregon City
Rivergrove
Sandy
West Linn
Wilsonville

MULTNOMAH COUNTY
Fairview
Gresham
Maywood Park
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Banks
Beaverton
Cornelius
Durham
Forest Grove
Gaston
Hillsboro
King City
North Plains
Sherwood
Tigard
Tualatin

ASSOCIATE MEMBERS

CLARK COUNTY
Vancouver
Camas

Columbia City
Scappoose
St. Helens
The Port of Portland
Tri-Met
The State of Oregon

MEMORANDUM

DATE: August 18, 1977

TO: Ted Spence, ODOT

FROM: Bill Ockert CWO

SUBJECT: Consideration of Beef Bend Road in the Highway 99W Preliminary Engineering Project

The City of King City recently asked if Highway 99W TSM project in Tigard could be extended to include a signal at Beef Bend Road (see attached letter).

I have discussed this matter with Bruce Clark of Tigard. He felt that this extension would be consistent with the proposed project. He stated that the major concern of the City of Tigard would be the availability of funds. He suggested that if federal e(4) funds were in excess (a strong possibility considering the fact that the signal at McDonald Road is to be funded out of Federal Aid Primary funds) of those required for the proposed Tigard project, the project could be extended. Until preliminary engineering is completed, it will not be possible to know how far the e(4) funds will go.

Consequently, I would suggest that the State include signalizing Beef Bend Road in one of the alternatives considered in preliminary engineering. At the same time, consideration should be given to intertying this signal and the signal at Durham Road into the other signals in Tigard. Including the signal and interties in the final project would depend on its effect on the operation of Highway 99W, the availability of e(4) funds, and the availability of local match from local jurisdictions.

CWO:RB:dc
4/6

cc: Mayor Lloyd Carroll, King City
Mayor Wilbur Bishop, Tigard
Bruce Clark, Tigard
Tom Spear, Washington County
Larry Rice
Denton Kent

Copy to
Bill Ockert
CRAG

City of King City
15390 S.W. 116th Avenue
Portland Oregon
97223

RECEIVED
AUG 15 1977
COLUMBIA REGION
ASSOC. OF GOVERNMENTS

8-12-77.

Mr. Bruce Clark:
City of Tigard City Hall,
12420 S W Main St.,
Tigard, Oregon. 97223.

Bruce:

We noticed reports in the news media that indicated your City had received CRAG approval of plans to increase signalization of Highway 99-W. This was in the form of a sharing of the Mt. Hood Freeway funds.

I called Bill Ockert at CRAG to verify the report, and to determine that the proposal did not include signalization of Beef Bend Road and 99W as reported earlier in the media.

As you know this crossing historically has a high accident and even fatality rate. It does have a much improved record since we acheived signalization of 99W and Durham Road, and got the speed reduced to 45mph. This has been an improved safety factor not only to King City, but to Tigards Summerfield residents and others.

Beef Bend and 99W is I believe not really in either Tigard or King City but does abut us both. The present blinker light was put in by the state at our request, we partially financed it, and still pick up the tab for the power consumption. The blinker was the best we could talk the State out of at that time.

We assumed that any plan for further signalization of 99W, to be approved by the State, would include this difficult crossing. At the time the Durham light was approved a #2 priority was given to another light at our Royalty Parkway entrance. We suggested at that time that the Beef Bend-99W problem was the more serious, because of the poor traffic visability.

Bill Ockert reported that he has since talked with you on the possibility of this signal being included in your Federally funded program, especially if the McDonald light is done by the State, thereby creating a financial source. He too seemed to feel that Beef Bend was an important part of any signalization program for 99W.

While this area is not actually within the boundaries of either of our Cities, we can assure you that King City is concerned about 99W and its traffic problems and is willing to help in any way we can to find solutions.

L S Carroll Mayor.

1201

Ore 5-2
Washington Co.

April 5, 1976

Mr. Bruce P. Clark
City Administrator
City of Tigard
P. O. Box 23557
Tigard, OR 97223

1205-S
1381-K

Dear Mr. Clark:

This is in response to your March 23 letter requesting, on behalf of the City Council, that a traffic signal be installed at the intersection of the Pacific Highway West at Walnut Street.

Unfortunately, the Highway Division does not have sufficient funds for the installation of traffic signals at every potentially hazardous location. In an attempt to properly allocate what funds we have available, a traffic signal priority listing for the entire state has been prepared. Nationwide signal warrants have been applied to a number of intersections within the state. Intersections meeting warrants have been placed on the priority listing based on the number and type of warrants that are met at the individual intersection. This priority list now totals over $2 million.

The Walnut Street intersection is currently on the priority listing but does not rate very high in comparison with others throughout the state. Our last investigation of this intersection was in 1973 and we will conduct a new investigation to determine if this intersection is in its proper place on the listing. We will not be able to install a signal at this intersection until such time as money is available and the intersection is high on our listing. At that time the City would be expected to participate in the cost of the installation.

I am sorry I cannot respond more favorably to your request but I hope this explains our situation.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
R. L. Schroeder
L. E. George
E. L. Hardt - Please conduct a new traffic signal warrant study.

RDT:rj dpy

CITY OF TIGARD

P. O. Box 23557
12420 S. W. Main
Tigard, Oregon 97223

March 23, 1976

F. B. Klaboe
Oregon State Highway Building
Salem, Oregon 97310

Re: Petitions requesting signalization

Dear Mr. Klaboe:

At a recent meeting, the Tigard City Council received petitions from residents of the City requesting signalization of the Walnut Street/ Pacific Highway intersection.

This matter is one of concern to the City inasmuch as a great deal of congestion, coupled with long waits, exists at this intersection of 99W and Walnut Street.

The City Council hereby requests that the State Highway Department install an appropriate traffic signal light at this intersection. A copy of the petition is attached hereto.

If you have any questions or desire further information regarding this matter, please feel free to contact me.

Sincerely,

Bruce P. Clark

Bruce P. Clark
City Administrator

BPC:lw

Enclosures

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
MAR 24 76
REFER TO
Schroeder
FOR
Info | Invest | C/D | D/R | Sign | Act | File

City of Tigard
Attention Planning Committee
Attention; Bruce Clark

Subject: Traffic Control Signals
Intersection S.W. Walnut &Pac. Hwy.

Gentlemen;

We the undersigned residents in the area surrounding the intersection of S.W. Walnut and Pacific Highway, respectfully submit a petition requesting appropriate traffic signals be installed.

Reason: Extreme heavy traffic count, especially on Pacific Highway. A recent traffic count on S.W. Walnut Street shows a very heavy count.

Present traffic presents a dangerous and hazardous condition.

We, the undersigned, feel that this petition is worth serious consideration.

Name	Address
Jay McBath	7275 SW 83rd - Garden Home
Betty McBilloy	10090 SW Olney - Tigard
Shirley Mutton	14650 - SW 92 Tigard
Ed Tenney	3751 S.W. Mitchell, Portland
Phyllis Tenney	13965 S.W. 102nd Tigard
Pete Taylor	8730 S.W. Scoffins Tigard
Al Sutila	12045 SW Rose Vista Dr. Tigard
Shirley Elden	10930 SW Mira Ct Tigard #30
Bob Greenwood	11525 SW Walnut - Tigard -
Nadine Jenovich	P.O. Box 540 - Sherwood 97140
Eileen Thiessen	14860 S.W. 90th Ave. Tigard 97223
Norma McBride	13180 SW Walnut Tigard 97223
Leila Hampton	3519 SW California St Portland
Chuck Lohman	12325 S.W. Abbott, Tigard
Brenda Bronson	1201 S.W. Woodland Terr., Lake Oswego
Genevieve Robb	7756 S.W. Cherry Tigard
Bill Bishop	9380 SW. Mtn. View Dr., Tigard
Dorene Sabol	2437 NE Regents Dr. Portland 97212
Irene Wax	10560 SW Murdock Tigard
Gloria Cagle	R.4 Box 302 Sherwood
Marie Hajny	10865 S.W. Walnut St. Tigard
Charles D. Riegel Jr	5336 SW TREE ST. C. OSWEGO.
Gary W. Estes	10865 S.W. Walnut, Tigard
Barbara D. Strickland	13520 SW Fox Vista, Beaverton
Nancy L. Colloch	12330 S.W. 121st Tigard
Grace F Rickey	5623 S.E. Driftmill Milw OR
Chris Murphy	6810 S.W. Hedges RD.
Lynnell Reed	16685 SW. Mellon C. Oswego
Craig Ikmann	12275 SW Dumbarton Tigard
Patricia Klein	

Gary McBath	7275 SW 83rd - Garden Home
Bobby McBeth	10090 SW Ebner - Tigard
Shirley Mutton	14650 - SW 92 Tigard
Lyle Tanner	3751 S.W. Mitchell, Portland
Phyllis Tanner	
Pete Taylor	13965 S.W. 107th Tigard
Al Priebe	8730 S.W. Dogwood Tigard
Shirley Ebbert	13045 SW Rosa Vista Dr. Tigard
Bob Greenwood	10930 SW Mira Ct. Tigard #20
Nadine Jenovick	11525 SW Walnut - Tigard -
Eileen Thiessen	P.O. Box 540 - Elmwood 97140
Norma McCabe	14860 S.W. 90th Ave. Tigard 97223
Dale Hampton	13180 S.W. Walnut Tigard 97223
Chuck Lohman	3519 SW California Portland
Brenda Bronson	12325 S.W. Roberts, Tigard
Genevieve Robb	1201 S.W. Woodland Terr., Lake Oswego
Bill Burke	7756 S.W. Cherry Tigard
Dorene Sabol	9380 SW Mtn. View Ln., Tigard
Lorna Wax	2437 NE Regents Dr. Portland 97212
Gloria Cagle	10560 SW Murdock Tigard
Marge Hagen	R.4 Box 302 Sherwood
Charles D. Fiegel	10865 S.W. Walnut St. Tigard
Gary W. Estes	5336 SW TREE ST C. Oswego.
Barbara D. Strickland	10865 S.W. Walnut, Tigard
Nancy A. Colloch	13820 SW Fox Vista, Beaverton
Grace F Rubey	12330 S.W. 121st Tigard
Chris Murphy	5623 S.E. Draftsell Milw OR
Lynnell Reed	6810 S.W. Hedges P.O.
Craig Hermann	16685 S.W. Mellow C. Oswego
Patricia Fisher	12245 SW Dartmouth Tigard
Don Sargent	10965 S.W. WALNUT ST. TIGARD

1211-K

December 19, 1975

Mrs. Lucretia Sarles, Chairman
Washington County Traffic Safety Commission
150 North First Avenue
Hillsboro, OR 97213

Dear Mrs. Sarles:

This is in reply to your letter concerning the traffic problems on ORE99W to the south of Tigard.

I am asking our Regional Engineer, E. L. Hardt, to conduct an in-depth investigation of this section of highway and to make recommendations concerning possible corrective action. Because of the work load in Mr. Hardt's region, he may not be able to give this project his immediate attention. He will, however, contact you to discuss the situation and his time frame for the study.

Thank you for your offer of cooperation. I hope the investigation will result in an economical solution to the problems.

Best wishes for a happy holiday season.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
R. L. Schreoder
L. E. George
E. L. Hardt - w/att.

RLS:ab dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

December 12, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Traffic Conditions
ORE99W
Tigard and King City Area

You recently asked if we have done investigative work lately on the subject section and if it has been studied as a Title II Project.

This section has not been studied as a Title II Project. However, in May 1973, the Regional Office conducted traffic signal warrant studies at Royalty Parkway and at Beef Bend Road. Neither of these intersections met signal warrants. Beef Bend Road, however, has now had fatalities in 1970, 1972 and 1975.

We currently have a signal project under contract at the intersection of ORE99W and Durham Road. — 8180

I would suggest that the Region give this stretch of highway a current review.

L. E. George
Traffic Engineer

RDT:ds

NOTED
R. L. SCHROEDER

RECEIVED
DEC 15 1975
Office of
Assistant State Highway Engineer

WASHINGTON COUNTY
TRAFFIC SAFETY COMMISSION

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97213

November 25, 1975

OFFICE OF TRAFFIC SAFETY
ROOM 408
(503) 640-3467

Mr. F. B. Klaboe, Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The members of the Washington County Traffic Safety Commission are deeply concerned about the hazardous traffic conditions along Oregon Highway 99W from Tigard south where side roads intersect or cross the high speed movement on this state route.

There was a discussion at the November Commission meeting of the fatal crash which occurred November 13, 1975 when a vehicle from Beef Bend Road was struck by a vehicle southbound on 99W. Other accidents have occurred at this particular point and we happen to have a clipping of a crash from late December 1974.

The members voted to request that the State Highway Division review the conditions of this particular section of the state highway system and take action that will reduce the possibility of vehicle crashes. The feasibility of reducing the number of crossings and consolidating this traffic should be studied as well as intensified traffic controls. Growth patterns and steadily climbing traffic volumes indicate that the conditions can only be expected to worsen with time.

You may count on our cooperation in efforts to help improve this situation.

Sincerely yours,

Lucy Sarles

(Mrs.) Lucretia Sarles,
Chairman

CC: Washington County Board of Commissioners
Washington County Public Works Department
City of Tigard
King City
Edward L. Hardt, Regional Engineer

RECEIVED
DEC 1 1975
Office of Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
NOV 28 '75
REFER TO
Schroeder
FOR
Info | Inves | R/D | R/R | Sign | Act | File

Copy To Rubin
12-1-75

King City driver dies

TIGARD — Hazel Cornelia Leverenz, 75, of 12260 SW Imperial was killed in a two-car traffic accident Thursday morning.

Mrs. Leverenz, a King City resident, was killed as she attempted to cross the southbound lane of Highway 99W, about 7:50.

According to Capt. Harold Kleve of the Washington County sheriff's office, she apparently had stopped at the stop sign at SW Beef Bend Road, where it enters Highway 99W. She apparently started too slowly from the intersection and was struck by a vehicle driven by Patrick Groce, 17, of 14950 SW 150th.

Groce was treated and released from Meridian Park Hospital. He was not cited.

The traffic fatality was Washington County's 25th of the year, one less than at this time in 1974.

on New Year's Day

vehicle was
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caused by

A Washington County woman was killed and her husband seriously injured in an early-morning accident New Year's Day near Beaverton.

Betty Ruth Van Alstine, 47, of 7565 SW 89th was killed when the car in which she was riding left SW Scholls Ferry Road between Allen Boulevard and Denny Road about 4 o'clock. Her husband, Arthur, was listed in satisfactory condition today at St. Vincent Hospital.

According to the Washington County sheriff's accident report, Van Alstine and his wife were northbound on Scholls Ferry Road when the car left the road and sailed into a ditch, hitting a concrete drainage pipe.

The driver is believed to have fallen asleep.

Mrs. Van Alstine's death was the first traffic fatality in Washington County for the new year. Twenty-nine were killed in county road accidents in 1974, the same number as in 1973.

A two-car accident Saturday night about 10:30 resulted in three injuries at the intersection of Highway 99W and Beef Bend Road near King City.

Michael Fleming, 20, of 16775 SW 113th, Tigard, was westbound on 99 when Everett M. Severin, 73, of Portland, pulled in front of him from a stop sign at Beef Bend Road.

Fleming was taken to Meridian Park Hospital in Tualatin. His two passengers, David Fleming, 19, same address, and Larry Kruckman, 19, 12625 SW Hall Blvd., were not injured.

Both Severin and his wife, Helen, 58, were taken to Meridian. Severin was cited for failure to yield right of way.

llsboro Argus

15c Per Copy Second Class Postage Paid at Hillsboro, Oregon.

ursday, Jan. 2, 1975 Vol. 81, No. 81—2 Sections, 26 Pages

#7059

L

January 9, 1975

123-S
913-5

Mrs. Robert McCain
Newberg Graphic
Post Office Box 110
Newberg, Oregon 97132

Dear Mrs. McCain:

Thank you for your December 29 letter regarding ORE99W in the vicinity of King City. I agree that this area has undergone considerable growth in the past 15 years.

7-4
Ira

You suggested that two roadways intersecting ORE99W be detoured so the traffic would have to use the access road to the traffic light at Bull Mountain Road. The Highway Division has no legal authority to detour these roadways. Any action in this regard would have to be initiated by the local governmental agency having jurisdiction over them.

We are currently developing plans for a signal installation at the Durham Road intersection. The project is scheduled for contract letting early this spring.

I appreciate your taking the time to write concerning these traffic matters.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
L. E. George
C. O. Fredrickson

RDT:rj: ab

Newberg GRAPHIC
P.O. BOX 110
NEWBERG, OREGON 97132

OFFICIAL NEWSPAPER OF YAMHILL COUNTY

Newberg GRAPHIC

ROBERT McCAIN, PUBLISHER
109 N. SCHOOL ST. NEWBERG, OREGON 97132
PHONE 538-2181

December 29, 1974

State of Oregon
Highway Department
Salem, Oregon

Dear Sirs;

In the over 15 years that we have lived in Newberg, we have seen U.S. Hwy 99 W, grew from the two lane highway to a nearly freeway like thoroughfare with four lanes seperated by median stripe.

We also have seen the results of numerous accidents, one of which took place last night at the intersection of 99W with Beef Bend Rd. We saw two cars which had collided and landed in the deep median area. There had to be at least serious injuries and possible loss of lives as a result of this collision.

During the years when King City was in the building stages we were amazed that there were not more serious accidents and loss of life then there have been as a result of people trying to cross the highway to make a left turn toward Portland.

It is our feeling that the intersection of Beef Bend Rd with 99W and the street coming out of the main entrance to King City onto Hwy 99W should be blocked off so that all traffic wanting to go to Tigard or Portland would have to use the access road which is already there to the traffic light at Bull Mtn. Rd. There should be some consideration for some type of traffic control light at the new intersection of Durham Rd. and 99W. I myself would not like another traffic signal on 99W, but if it means another life saved, possibly my own or that of one of my family or friends, then it is worth the inconvenience.

As you well know, when people reach the age of some of the citizens of King City they are not able to judge distance and speed, and pull out in front of very fast moving vehicles.

Won't you please give this request your greatest consideration and possibly we can save some lives?

Sincerely,

Mrs. Robert Mc Cain

Mrs. Robert Mc Cain

RECEIVED
STATE HWY ENGR
DEC 31 '74
REFER TO Schroeder
FOR
Info | Invest | R/W | Dir | Sign | Jet | File
X X

NOTED
R. L. SCHROEDER

NOTED
A. E. JOHNSON

RECEIVED
JAN 2 1975

#9059

OREGON STATE
SPEED CONTROL BOARD

HIGHWAY BUILDING • SALEM, OREGON • 97310

Mr. Edward Warmoth
County Traffic Safety Coordinator
205 Administration Building
150 North First Avenue
Hillsboro, OR 97123

NOTED
E. R. KLAGUE

Dear Mr. Warmoth:

In response to your request dated August 9, 1974 another investigation of the speed zone on S.W. Beef Bend Road in King City and Washington County has been conducted.

As a result of the investigation this matter will be presented to the State Speed Control Board for their reconsideration at the September 4, 1974, meeting.

You will be advised as to the Boards proposal after the meeting.

Very truly yours,

L. E. George
Secretary

RECEIVED
STATE HWY ENGR
AUG 16 74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BILL MASTERS, Chairman
VIRGINIA DAGG
RAY MILLER
ROD ROTH
BURTON C. WILSON, JR.

DANIEL O. POTTER
COUNTY ADMINISTRATIVE OFFICER
ROOM 418
(503) 648-8676

August 9, 1974

RECEIVED
COUNTY ENGR
AUG 12 '74
REFER TO
Bud George
FOR

orig to Bud George 8/12

Mr. F.B. Klaboe, Chairman
Oregon State Speed Control Board
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Based on recent conversations concerning vehicle speed and traffic hazards along S.W. Beef Bend Road in the eastern part of Washington County, I'm writing to solicit an amendment or reconsideration of the speed zoning Resolution No. 2379 which was adopted July 17, 1974. I recognize that this is a request for an unusual procedure, however I believe there are some factors which may not have been fully explored previously. By the way, this speed study was originally requested by Washington County.

I was not involved when the matter came before the Board of Commissioners for acceptance in early June. Through investigation of a recent citizen complaint, I've been prompted to review the complete file and have conducted several interviews. Deep concern about the situation was expressed by both County Commissioner Virginia Dagg and King City Mayor Lloyd Carroll. I was told that Mr. Robert Post principal of the James Templeton School in the Tigard District is also fearful of a tragedy occurring on this particular road.

My request for reconsideration or an amendment pertains to about one-half of the proposed zone beginning around 131st Avenue and heading east to the junction with Highway 99. It seems that the proposed speed of 45 MPH is relavent to the traffic conditions on the other half of the section which goes from 131st west to S.W. Elsner. It has been under the basic rule in the past. The hazards on the eastern half appear to merit a speed considerably lower than 45 MPH, perhaps something in the neighborhood of 35 MPH. The 85% speed in this section according to the report was 41.75 MPH taken between 11:10 AM and 1:10 PM. As the study indicated, the physical conditions are that this is a narrow road with several sharp curves in the section under consideration and a number of up and down grades. The new signs have not been posted as yet.

These are the factors which I ask you to review:

(a) There is impaired visibility due to a curve between S.W. 128th and 131st, which becomes a bad hazard due to a school bus stop right around that curve. I don't know if the population is increasing, but several school children come down from the north side of Beef Bend Road to load at that location. This same curve is also a problem for traffic coming out of 131st which has limited sight distance in both directions. S.W. 131st is apparently used extensively by persons going to and from King City.

(b) A new condominium complex now under construction on the south side of Beef Bend Road adjacent to King City will put a new driveway onto the lower section of Beef Bend Road.

(c) The King City complex itself generates traffic with a concentration of senior adults

both living in King City and coming to the area as visitors.

Your consideration of this request will be appreciated and we can arrange to appear for a personal discussion if that is deemed appropriate.

Sincerely yours,

Edward Warmoth

Edward Warmoth
County Traffic Safety Coordinator
Administration Building, Room 205

EW:pj
cc: L.E. George, Secretary
Dan Potter, County Administrative Officer

WASHINGTON COUNTY
OREGON

Recommended

Bull Mountain

85% Speed 41.75

85% Speed 47.0

85% Speed 45

St Anthony Cem

KING CITY

Investigated Section

Legend

45 MPH

.	1979	Maupin-Sherman Hwy. Jct. Sec. of The Dalles-California Hwy. (Oiling)	9060

#7060 7-81 file L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co.,Inc. No. 9164	Troutdale-Sandy River Br. Multnomah County	April 10, 1981
Morse Bros., Inc. No. 9076	Grand Ronde-Wallace Bridge Polk County	April 10, 1981
Hamilton Electric, Inc. No. 8849	SW 20th St. @ SW Court Pl. (Pendleton) Umatilla County	April 13, 1981
Dirt & Aggregate Interchange, Inc. No. 9182	SE Powell Blvd. Parking Lots "A" & "B" Multnomah County	April 13, 1981
Don Haisch Const., Inc. No. 9093	Banfield Interchange Multnomah County	April 15, 1981
C. H. Stinson, Inc. No. 9060	Maupin-Sherman Hwy. Jct. Wasco County	April 15, 1981
Fabricators, Inc. No. 9003	Black Canyon Cr.-Harper Jct. Malheur County	April 21, 1981
Poe Asphalt Paving, Inc. No. 9117	Ritter Jct.-Long Creek Grant County	April 28, 1981

May 7, 1981

C. T. Keasey
Asst. State Highway Engineer

#9060

April 22, 1981

Firemen's Fund Insurance Company
121 S. W. Salmon, Suite 900
Portland, OR 97204

COM 5
#9060

Attention: Fidelity and Surety Department

Gentlemen:

Contract No. 9060 awarded to C. E. Stinson, Inc., for oiling on the Maupin-Sherman Highway Junction Section of The Dalles-California Highway in Wasco County was completed on December 10, 1980, and accepted by the State Highway Division on April 15, 1981.

Final payment in the amount of $1,000 will be released to the contractor after April 27, 1981. The total contract amount is $930,487.55 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

Enc

cc C. E. Stinson, Inc.
P. O. Box 339
The Dalles, OR 97058

K.L. and E. Associates
500 NE Multnomah Street, Suite 1262
Portland, OR 97232

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Macek
Dale Allen

9060

4

January 8, 1981

Reid Meritt
Resident Engineer
Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Maupin-Sherman Highway Junction
The Dalles-California Highway
Wasco County

Your asconstructed narrative for the project was quite interesting. This is the first report, I believe, that I've seen describing how an oil mat job worked out. We turned out several of these jobs a year or so ago, hoping to get a more economical solution to needed roadway resurfacing.

We note numerous adjustments were made during the construction to cope with problems that occured. Your comments and suggestions for dealing with those problems should be helpful in developing plans and specifications for future oiling jobs.

FE:ab
cc: DaleAAllen

9060

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MAUPIN - SHERMAN HWY JCT		WEEK ENDING: December 13, 1980
		SECTION PREFIX: 33-1122
HIGHWAY: The Dalles - California		COUNTY: Wasco
NAME OF JOB: MAUPIN- SHERMAN HIGHWAY JUNCTION	KIND OF WORK: OILING	
CONTRACTOR: C.H.STINSON, Inc.	CONTRACT NUMBER: 9060	FEDERAL AID PROJECT NUMBER: state project
DATE OF CONTRACT: November 20, 1979	DATE WORK STARTED: December 5, 1979	ESTIMATED COMPLETION DATE: September 10, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 210	WORK DAYS USED / CALENDAR DAYS USED: 194
	SPECIFIED COMPLETION DATE: —	PERCENT OF TIME ELAPSED: 92.4
PROJECT AUTHORIZATION: $1,094,407.86	ENGINEERING AUTHORIZATION: $86,781.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $964,236.00	ENGINEERING COST TO DATE: $83,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $964,236.00	PERCENT OF AUTHORIZATION: 95.6%	DATE PROJECT WAS COMPLETED: September 10, 1980
ESTIMATED PERCENT: OVERRUN / UNDERRUN: — %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Oil aggregate production
MILES IN PROJECT					—	21.2	—
MILES PARTIALLY COMPLETED					—	21.2	—
MILES COMPLETED					—	21.2	—
TOTAL ESTIMATED QUANTITIES (CONTRACT)					5000 CY	25,820 CY	25,820 CY
TOTAL QUANTITIES CORRECTED TO DATE					5000 CY	25,540 CY	24,540 CY
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					5000 CY	24,540 CY	24,540 CY
AVERAGE DAILY QUANTITIES					*	—	—
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					—	—	—
NUMBER OF SHIFTS PER DAY					—	—	—
HOURS PER SHIFT					—	—	—

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
DEC 15 1980
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, William, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity

REMARKS

This Week: Completed semi-final, submittal December 12,1980
3rd Notification dated 12/10/80
This completes this project and no further reports are forth coming.

SIGNED W. Reid Meritt LOCATION THE DALLES

W. REID MERITT, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F218

cc: Const (2) Region (1) File (1)

#9060

VICTOR ATIYEH
GOVERNOR

Department of Transportation

STATE HIGHWAY DIVISION

The Dalles, Oregon
September 19, 1980

In Reply Refer to
File No.:

C.H. Stinson, Inc.
P.O. Box 329
The Dalles, Oregon
97058

NOTED
H. S. COULTER

RE: Claim for Damage to Vehicle
Maupin - Sherman Hwy Jct. Sec.
The Dalles - California Highway
Contract No. 9060

Dear Sirs:

Enclosed for your resolution is a copy of a letter of August 29, from a Mr. Lee Fowble concerning claim for damages to his vehicle on the above referanced project.

Please advise what disposition was made on this claim.

Respectfully
W. Reid Meritt
Resident Engineer

cc: Cody Logging Co.
Scott Coulter
Jack Sollis
Dale Allen

RECEIVED
STATE HWY ENG.
SEP 22 '80
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation

STATE HIGHWAY DIVISION

The Dalles, Oregon
September 19, 1980

In Reply Refer to
File No.:

Mr. Les Fowble
8926 232nd. St. SW
Edmonds, Washington
98020

Dear Mr. Fowble:

Your letter of August 29, 1980 concerning damage to your vehicle within limits of construction work on The Dalles - California Highway (Highway 197) south of Maupin has been refered to this office.

As a matter of information, C.H. Stinson, Inc. is the prime contractor and Cody Logging Company is a subcontractor on this project. Addresses of these organizations are as follows:

C.H. Stinson, Inc.
2610 W. 2nd St.
P.O. Box 329
The Dalles, Oregon 97058
(503) 296-6562

Cody Logging Co.
P.O. Box 188
Tygh Valley, Oregon 97063
(503) 483-2218

Please be advised that copies of your letter have been forwarded to C.H. Stinson, Inc. and Cody Logging Co. for resolution of this matter.

If I can be of any assistance to you on this matter, please advise.

Respectfully
W. Reid Meritt

W. Reid Meritt
Resident Engineer
3313 N.E. Frontage Rd.
The Dalles, Oregon 97058
(503) 296-2800

cc: Scott Coulter
Jack Sollis
Dale Allen

Form 734-3122

August 29, 1980

Mr. Jack Sollis
Chief Counsel, Department of Transportation
Room 113 Transportation Building
Salem, Oregon 97310

NOTED
JACK L. SOLLIS

Subject: Claim for Damages to Vehicle

Dear Mr. Sollis;

In response to a telephone call to your office, I am directing this to your attention. I wish to submit a claim for a broken windshield on my 1975 Dodge van. The damage occured due to the negligent, hazardous, and thoughtless operation of a truck owned by the Cody Logging & Construction Company, who is apparently under contract to the State. The details are as follows.

Time of incident:	Monday, August 25, 1980, at approx. 4:15 PM
Location:	Hwy 97, south of Maupin
Vehicle:	Truck #24, of Cody Logging & Construction

Ours was the fourth of five vehicles being led northward by a pilot truck, over a section of freshly laid gravel. The posted construction speed was 35 MPH, although all of the vehicles were traveling at no more than 20 MPH; and had spaced themselves well apart. Due to the nature of the road surface, all of the drivers realized that this was the proper speed and spacing for safe and courteous travel. Even at this modest speed, the quantity and velocity of gravel being thrown against the underside of our van was astonishing. After proceeding about a mile on this surface, I saw a dump truck rapidly overtaking the line of cars. It was apparent that the truck was throwing out great quantities of gravel and dust, so I increased my speed to approximately 30 MPH. I was immediately aware that this was not a prudent speed under the existing conditions; either for myself, or the workers on the road. I slowed to about 25 MPH, so as not to become too close to the car ahead of me. The Cody truck fell in behind me, after passing the last car in line. It then accelerated, and passed close by our car, at a speed I would judge to be in excess of 45 MPH. The Cody driver then passed every car in line and fell in behind the pilot truck, where he remained until the pilot truck pulled off the road. Obviously, the driver had gained no time saving, for all of his actions.

In passing our van at the speed mentioned, the truck literally showered it with gravel. In fact, gravel came through a partially opened window. It was noted that the Cody truck had no mud flaps, or other shields on the rear dual wheels, which seems irresponsible, considering its use.

I determined to obtain the identification number of the truck, in order to pursue the matter with the Highway Department. Although I drove at 60 MPH, once beyond the construction area, the truck rapidly pulled away. I was able to keep it in sight, however, and followed it into the gravel dump north of the construction area. Upon hearing my explanation as to why I wanted the truck's number, the attendant replied, "that's what he (the driver) gets paid for".

RECEIVED
STATE HWY ENGR
SEP 8 '80
REFER TO
FOR
Maint. | Invest. | R/D | D/R | Sign | Act | File

As a result ofthe Cody driver's action, our van suffered a chipped windshield, and numerous paint chips on the left side.

I wish to submit a claim for a windshield. I am willing to concede the matter of paint damage, because I'm afraid that attempting to repair the paint would probably make it look worse. Our van is something of a "family pet", and I can assure you that it was in perfect condition prior to this incident (it has 29,000 miles on it, after 6 years of use)

Although I am concerned about the damage to our vehicle, I am equally concerned about the callous disregard for others' safety and property that was shown by the Cody driver in question. I believe that it would be in the public interest if a person with the proper authority would have a moment of prayer with him, and tell him to "clean up his act".

Thank you for your consideration.

Lee Fowble

Lee Fowble
8926 - 232nd. St. SW
Edmonds, WA 98020
(206) 771-5285 or 771-5274

9060

4

PLA 2

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic 378-6537

TO: W. E. Cole
Design Engineer Supervisor

DATE: May 14, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History on Overlay
Maupin-Sherman Highway Junction
The Dalles-California Highway No. 4
Wasco County
M.P. 46.00 - M.P. 67.20

As requested in your May 9 letter, we have reviewed the accident history for the subject section.

Our investigation revealed no apparent accident problem areas. However in viewing the film log, the section does seem narrow and lacking for shoulders with several sharp curves.

The 1978 accident rate for the section was 0.92 compared to the statewide rate of 1.39.

L. E. George
Traffic Engineer

JB:jrb

cc: D. D. Allen

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 15 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

REFERRED TO
Board Staudenmayer
Cole WEC Mann
Erikson Watson
Heger Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Contains Recycled Materials
81-128-1387

SP*75883-125

9060

4

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/17/79
Donald B Rau

11-15-79 Bid Letting _____ All Clear Deadline

SECTION Maupin-Sherman Highway Junction
Highway The Dalles-California
County Wasco Region 4
Type of Work Oil Mat Funds State
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				
PERMITS:					
Division of State Lands			X		
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey	X				
Cultural Salvage	X				
NOISE:					
Noise Study	X				

N/A No Fed Funds

Permit No. 33-0063

9060

4

ROAD DESIGN SECTION 378-6558

July 2, 1979

Rolland Van Cleave
Region Geologist
Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Maupin-Sherman Highway Sec.
The Dalles-Calif. Hwy.
Wasco County

We are preparing contract plans for a State Oiling (O-11 Mat) project on the November 15, 1979 letting schedule.

A material source at M.P. 56.1 on The Dalles-California Highway (Map IR-1-1451) is proposed as the source of aggregates. Approximately 33,000 c.y. will be required.

Please furnish a sketch map, development plan and permit application for use on this project. It would be appreciated if this information reached us by August 1, 1979.

FE:mw

Vandeberg
Anderson
Christensen
Olson
Sullivan
Turpin
Trout
Wakerlig

RECEIVED
JUL 0 2 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

9060

4

ROAD DESIGN SECTION 378-6558

June 19, 1979

J. B. Boyd
Manager, Right of Way

J. H. Vansteeg
Road Design Engineer

File 30376-Rugg
Maupin-Sherman Highway Section
The Dalles-California Highway
Wasco County

Attached is a description, an authorization, and prints for the proposed quarry site desired for subject oiling project.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:
W. H. Wakerlig
R/W Description Engineer

WHWrej
Attachments

.9060 6-8-79 Front File 4

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

3313 N. E. Frontage Road
The Dalles, Oregon 97058

FILE:

FROM: Richard S. Hawkins
District Engineer

TO: Dale Allen
Regional Engineer

SUBJECT: OILING Maupin-Sherman Hwy.
Section
The Dalles-Calif Hwy.
Wasco County

Herewith data on the proposed oiling project from Maupin to Sherman Highway on The Dalles-Calif. Highway.

1. Sketch Map
2. Typical Section
3. Proposed Quarry Site (IR 1-1451)
4. Special Provisions
5. Quantities and Cost Estimate

Final Design 6-12-79

RECEIVED
JUN 11 1979
LOCATION SECTION

If other data is required, please let us know.

Richard S. Hawkins
District Engineer

Approved
Dale Allen
Forward to Design

RSH/ef

cc R/W 1st 3 sheets

RTE RE ROE PLA FAE
RECEIVED
RUE JUN 8 1979 GEO
RSO REGION 4 RBE
ASSIGNED

. 1979 Junction City-Airport Rd. 9061
. Sec., Pac. Hwy. W. (Grade, pave,
. signing, illum. & signals) #2

RR 992 10-12-79
C.1a 5257 4-9-75
C1a.5386 7-7-75

STATE COPY

cc: OSHD (Coulter)

SC

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Lane	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
9-14-84	W. N. Bryant, Area Engineer	F-3(9)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
10-10-81	5-23-83	99.9 %	670 C.D.

LOCATION

S.R. 99, 3rd Avenue (Junction City), South 7.0 miles

RECEIVED
STATE HWY ENGR
OCT 2'84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JUNCTION CITY - AIRPORT ROAD
PACIFIC HIGHWAY WEST
Grading, Paving, Structures, & Signing

NOTED
W. E. SCHWARTZ

This project provided for the construction of roadbed grading (4 lanes) plant-mix aggregate base, optional treated base, and asphalt concrete pavement, construction of three structures; construction of signing; installation of illumination; and the revision of traffic signals. A contract in the amount of $5,249,952.00 was awarded Wildish Construction Company, Springfield, Oregon on 11-20-79. Work began on 1-14-80 and was completed on 10-10-81 in reasonably close conformance with the approved plans and specifications, including approved changes at a final cost of $6,267,920.43 which includes $4,738,233.30 for original contract work, $635,526.09 for work completed under approved price agreements, $269,353.78 for adjustments, $16,907.26 for approved force account work, $19,300.00 for approved State force work and $588,600.00 for construction engineering.

The major reason for the underrun of bid item work involves the elimination of bid item No. 20, Class B A/C and replacement with a Class B A/C modified (open-graded) mix under price agreement No. 11. All other overruns and underruns have been satisfactorly supported by the State. A copy of the supporting information is attached to the division office copy of this report.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant (W. N. Bryant, Area Engineer)		SIGNATURE: G. K. Hossner (Original Signed By G. K. HOSSNER, Field Operations Engineer)	
TITLE: Area Engineer	DATE: 10/5/84	TITLE: Field Operations Engineer	DATE: 10/5/84

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

90610

June 28, 1983

DRS 16

Department of Geology and
Mineral Industries
1129 S. Santiam Rd.
Albany, OR 97321

Attention: Paul Lawson

Identification No. 20-0110
Site Being Considered For The 1983
Oregon Mined Land Reclamationist
Of the Year Award

Junction City - Airport Rd. Sec.
Pacific Hwy. West
Lane County

Gentlemen:

We are very pleased to recieve your June 24, 1983 letter announcing that one of our surface mining sites has been nominated for consideration for the above award.

We will await your notification of the visit of the selection committee.

J. H. Versteeg
Road Design Engineer

By

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Final Project Coordinator

DLT:mg

bc: H. S. Coulter w/attachment
E. S. Hunter " "
C. T. Keasey " "
Jim Gix " "

7/28/83
Visitation of selection committee scheduled @ 10:30 We Aug 2, 1983.
Gix notified & plans to send Ellis Jones & Larry Albany.
D.L.T.

9061

June 3, 1983

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9061

Gentlemen:

On May 25, 1983, we wrote to you concerning release of final payment on Contract No. 9061 awarded to Wildish Construction Co. for work on the Junction City-Airport Rd. Section of the Pacific Highway West in Lane County.

The total contract amount is $5,660,020.43 including $16,907.26 for work performed under force account.

Sincerely,

Robert W. Gorusen
COMMISSION SERVICES

ks

cc: Wildish Construction Co.
P.O. Box 7428
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
James J. Gix

W. E. Schwartz

NOTED
W. E. SCHWARTZ

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUN 21 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Bonstan Const. Co. No. 9435	NE 242nd Dr.-Buxton Rd. Multnomah County	May 5, 1983
Douglas S. Coats, Inc. No. 9429	Chas. E. Reynolds, Baker Valley, Weatherby & Ontario Safety Rest Areas Union, Baker & Malheur Counties	May 6, 1983
Hamilton Electric, Inc. No. 9437	Clear Lake Rd. @ Green Hill Rd. Lane County	May 6, 1983
J. C. Compton Co. No. 9240	Wallace Br.-Upper Salt Cr. Rd. Polk County	May 9, 1983
Mocon Corp. No. 9102	Columbia Slough-NE Failing St. Multnomah County	May 10, 1983
Staton Const., Inc. No. 9418	NW Nicolai St.-W.Fremont Intchge. Multnomah County	May 11, 1983
Hansen Electric Co. No. 9464	E. Entrance to S.W.O.C.C.(Coos Bay) Coos County	May 11, 1983
Douglas S. Coats Inc. No. 9525	Foley Slough (Fry Lane) Br. Harney County	May 11, 1983
Roseburg Paving, Inc. No. 9472	Oakland/Shady Hwy. @ Page Rd. Douglas County	May 11, 1983
Hansen Electric Co. No. 9477	Coos Bay/Roseburg Hwy. @ 10th St. (Coquille) Coos County	May 16, 1983
Bracelin-Yeager Excavation & Trucking No. 9567	Coquille & Myrtle Point Slide Correction Coos County	May 17, 1983
Eisenhour Const. Co., Inc. No. 9444	Col. River Br. (N. Channel) Multnomah, OR & Clark, WA Counties	May 18, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Sims Electric, Inc. No. 9554	Ore. Coast Hwy. @ 22nd St. (Reedsport) Douglas County	May 18, 1983
Wildish Const. Co. No. 9061	Junction City-Airport Rd. Lane County	May 23, 1983
Jim Hall Contracting No. 9564	Celilo Sand Stabilization Wasco County	May 24, 1983
Douglas S. Coats, Inc. No. 9482	Juniper Canyon Bridge Gilliam County	May 25, 1983
Auburn Const. Co. No. 9459	Battle Cr.-N. Jefferson Int. Marion County	May 26, 1983
E.M.Waldron Sr. Const.,Inc. No. 9557	C.O.I. Canal Bridge Deschutes County	May 31, 1983

May 31, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

TO E.S. Hunter DATE 5/7/82
9061

Attached is Project Status
(as far as Region activity)
for FY's 82, 83 & 84 on
Cy. HIP. Numbers in
Left column same as Plan.

SIGNED Bud Shirley

PLEASE REPLY HERE

TO _____ DATE _____

Photos show Spray Control
on Jet City - Airport Rd
Project 4-9-82
Bud Shirley
Thanks for
letter report
Ed.

sent
4-9-82

SIGNED _____

NOTE – INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES. EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

4061

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REPORT NO. 97

FHWA 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: JUNCTION CITY - AIRPORT ROAD	WEEK ENDING: 21 NOVEMBER 1981
	SECTION PREFIX: 20-1032
HIGHWAY: PACIFIC WEST	COUNTY: LANE
NAME OF JOB: JUNCTION CITY-AIRPORT RD.	KIND OF WORK: GRADING,PAVING,STRUCTURES,SIGNING,ILLUM., & TRAFFIC SGNLS
CONTRACTOR: WILDISH CONSTRUCTION CO.	CONTRACT NUMBER: 9061
	FEDERAL AID PROJECT NUMBER: F-3(9)
DATE OF CONTRACT: 20 NOVEMBER 1979	DATE WORK STARTED: 14 JANUARY 1980
	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS
	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 670 CD
	CALENDAR DAYS USED 669
	SPECIFIED COMPLETION DATE
	PERCENT OF TIME ELAPSED 99.9%
PROJECT AUTHORIZATION: $ 6395908.55	
EXCLUSIVE OF ENGINEERING: $ 5941088.39	ENGINEERING AUTHORIZATION $ 454820.16
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 5682094.00	ENGINEERING COST TO DATE $ 544918.94
	THIS WEEK 0.0
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.4 %	PERCENT OF AUTHORIZATION 119.8 %
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95.6%
	DATE PROJECT WAS COMPLETED: 10 OCTOBER 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	GUARDRAIL	FENCE
100.%	100.%	100.%	100.%	100.%		100.%	100.%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.02	7.02			7.02
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	148700.0 CY	231150.0 TN			77400.0 TN
TOTAL QUANTITIES CORRECTED TO DATE	148712.3 CY	239084.7 TN			77716.9 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	148712.3 CY	239084.7 TN			77716.9 TN
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	DRIVEWAYS & CURBS	SEED & MULCH		BRIDGE WORK	SIGNING	ILLUM.	TRAFFIC SIGNALS	
PERCENT	100.%	100.%		100.%	100.%	100.%	100.%	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	RAIN	0		
TUESDAY	RAIN	0		
WEDNESDAY	PARTLY CLOUDY	0		
THURSDAY	RAIN	0		
FRIDAY	RAIN	0		
SATURDAY		0		

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RECEIVED
NOV 23 1981
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Junction City-Airport Road - for week of November 15 thru 21, 1981.
MONDAY	No project work this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No project work. Office crew working on semi-final.

Next week: No project work planned.

NOTE: Project work completed. Semi-final to be submitted by 15 December 1981.

SIGNED Ellis H. Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 3 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 5 COPIES.

9061

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 7-65		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Lane
MODIFICATION NUMBER 2	September 10, 1982	Project Number F-3(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,500,790	$ 6,272,909
Federal funds	$ 5,729,564	$ 5,529,564
Other revisions		

This modification is made for the following reasons: to reflect a reduction in final bid item quantities and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of September, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 1, 1982

Federal-Aid Project
No. F-3(9)

Junction City-Airport Road Section
Pacific Hwy. West in Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Sta. 9+55 to Sta. 380+00)

Subtotal on previous estimate of July 30, 1981			$ 5,334,611.44
Previous estimate of July 30, 1981 and November 28,1979			
Cement in Treated Base Mixture	6,800 Ton	75.00	510,000.00
Asphalt Cement in Mixture	5,050 Ton	110.00	555,500.00
			$ 1,065,500.00
Revised Estimate			
Cement in Treated Base Mixture	5,972 Ton	75.00	447,900.00
Asphalt Cement in Mixture	4,378 Ton	110.00	481,580.00
			$ 929,480.00
		Net Decrease	$ (136,020.00)
		Subtotal	$ 5,198,591.44
		Engineering	519,858.56
		Total	$ 5,718,450.00

Type Code X080
Structure Bridge #2229 C-A (Sta. 26+16 to Sta. 26+78)

Same as previous estimate of November 28, 1979	$ 155,577.78

Type Code X030
Structure Bridge #2229 D-A (Sta. 82+87.5 to Sta. 83+52.5)

Same as previous estimate of November 28, 1979	$ 162,590.78

Type Code C080
Structure Bridge #2408A (Sta. 320+97.5 to Sta. 321+62.5)

Same as previous estimate of November 28, 1979

		$ 182,978.04
SUBTOTAL		$ 501,146.60
Engineering		53,312.40
TOTAL		$ 554,459.00

Length of Project ----- Roadway ----- 6.984 miles
Length of Project ----- Structures -- 0.036 miles
TOTAL 7.020 miles

Cost of Roadway Per Mile ----------$818,792.96

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 5,718,450.00	$ 5,040,810.00	$ 677,640.00
Structures	554.459.00	488,754.00	65,705.00
TOTAL	$ 6,272,909.00	$ 5,529,564.00	$ 743,345.00

Group 1 100%
Prefix: 20-1032

9061

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 8-152		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Lane
MODIFICATION NUMBER 1	8-20-81	Project Number F-3(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,933,646.00	$ 6,500,790.00
Federal funds	$ 5,230,508.00	$ 5,729,564.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of August, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A (Rev. 10-78) Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 30, 1981

Federal Aid Project
No. F-3(9)

Junction City-Airport Rd.
Pacific Highway West in Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Sta. 9+55 to Sta. 380+00)

Subtotal of previous estimate of November 28, 1979 $4,773,205.45

Previous Estimate

Temporary Signs	1,310 Sq. Ft.	6.00	$ 7,860.00
Temporary Barricades	7 Each	100.00	700.00
Flagman	2,000 Hour	24.00	48,000.00
Watering	1,800 M-Gal.	8.00	14,400.00
Trench Excavation	990 Cu. Yd.	5.25	5,197.50
Treated Base Mixture	123,750 Ton	6.40	792,000.00
Asphalt in Tack Coat	40 Ton	206.00	8,240.00
18-Inch Culvert Pipe	1,414 Lin. Ft.	14.70	20,785.80
24-Inch Culvert Pipe	1,166 Lin. Ft.	25.19	29,371.54
Paved Culvert End Slopes	1,235 Sq. Ft.	5.00	6,175.00
Loose Riprap Class 100	900 Cu. Yd.	23.00	20,700.00
Roadside Seeding & Mulching	22 Acre	561.00	12,342.00
			$ 965,771.84

Revised Estimate

Temporary Signs	1,838 Sq. Ft.	6.00	$ 11,028.00
Temporary Barricades	40 Each	100.00	4,000.00
Flagman	4,000 Hour	24.00	96,000.00
Watering	3,600 M-Gal.	8.00	28,800.00
Trench Excavation	2,321 Cu. Yd.	5.25	12,185.00
Treated Base Mixture	136,265 Ton	6.40	872,096.00
Asphalt in Tack Coat	74 Ton	206.00	15,244.00
18-Inch Culvert Pipe	2,180 Lin. Ft.	14.70	32,046.00
24-Inch Culvert Pipe	1,574 Lin. Ft.	25.19	39,649.06
Paved Culvert End Slopes	2,069 Sq. Ft.	5.00	10,345.00
Loose Riprap Class 100	1,207 Cu. Yd.	23.00	27,761.00

Roadside Seeding & Mulching	31 Acre	561.00	17,391.00
Base Aggregate (P.A. #2)	32,650 Ton	5.02	163,903.00
Asphalt Price Adj. Aug. 80	119.6 Ton	49.50	5,920.20
Asphalt Price Adj. Oct. 80	557.55 Ton	49.50	27,598.73
Asphalt Price Adj. Nov. 80	941.42 Ton	49.50	46,600.29
Asphalt Price Adj. Dec. 80	35.03 Ton	49.50	1,733.99
Asphalt Price Adj. April 81	553.14 Ton	69.50	38,443.23
Asphalt Price Adj. May 81	157.11 Ton	69.50	10,919.15
Asphalt Price Adj. June 81	942.65 Ton	69.50	65,514.18
			$1,527,177.83
		INCREASE	561,405.99
		SUBTOTAL	$5,334,611.44
		ENGINEERING	601,388.56
		TOTAL	$5,936,000.00

Type Code X080
Structure, Bridge #2229 C-A (Sta. 26+16 to Sta. 26+78)

Total the same as previous estimate of November 28, 1979 $ 162,590.78

Type Code X080
Structure, Bridge #2408A (Sta. 320+97.5 to Sta. 321+62.5)

Total the same as previous estimate of November 28, 1979 $ 182,978.04

SUBTOTAL	$ 501,146.60
ENGINEERING	62,643.40
TOTAL	$ 563,790.00

Length of Project --------- Roadway 6.984 miles
Structures 0.036 miles
TOTAL 7.020 miles

Cost of Roadway Per Mile ----------$849,942.73

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$5,936,000.00	$5,232,584.00	$703,416.00
Structures	563,790.00	496,980.00	66,810.00
TOTAL	$6,500,790.00	$5,729,564.00	$771,226.00

Group 1 100%
Contract No. 9061
Prefix 20-1966
Prefix 20-1032

Junction City-Airport Road Section
(Non Participating-State Work)

State Responsibility for Damages		All Required	$	1,000.00
Furnish Mailbox Posts		All Required		900.00
Setting Mailbox Posts	70 only	50.00		3,500.00

STATE COPY

OMB No. 04-R2089

9061

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 1-9	FEDERAL-AID PROJECT AGREEMENT 12 18 79	County: Lane
		Project No.: F-3(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.R. 99, 3rd Ave. (Junction City), S 7.0 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-24-79	7.020
OTHER *(Specify)*		

FUNDS Prg Rate 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,933,646.00	$ 5,230,500.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By Forr H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator DEC 18 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 28, 1979

Federal Aid Project
No. F-3(9)

Junction City-Airport Road Section
Pacific Highway West in Lane County

Project Agreement Estimate

Type Code 6203
Roadway (Sta. 9+55 to Sta. 380+00)

Furnishing Field Laboratory		1 Each	3,500.00	$ 3,500.00
Mobilization	(90%)	All Required		430,862.40
Temporary Protection and Direction of Traffic	(90%)	All Required		99,081.00
Temporary Signs		1,310 Sq.Ft.	6.00	7,860.00
Temporary Barricades		7 Each	100.00	700.00
Temporary Continuous Rail Traffic Barriers, Reflectorized		1,100 Lin.Ft.	5.00	5,500.00
Temporay Guard Rail, Type 1A		187 Lin.Ft.	8.00	1,496.00
Flagmen		2,000 Hour	24.00	48,000.00
ROADWORK				
Clearing and Grubbing		All Required		38,238.00
Removal of Structures and Obstructions		All Required		29,456.00
Toe Trench Excavation		320 Cu.Yd.	8.25	2,640.00
Embankment in Place		148,700 Cu.Yd.	2.94	437,178.00
Trench Excavation		990 Cu.Yd.	5.25	5,197.50
Finishing Roadbed and Slopes		All Required		67,954.00
Watering		1,800 M-Gal.	8.00	14,400.00
Aggregate Shoulders		17,300 Ton	5.02	86,846.00
Plant Mix Aggregate Base		83,300 Ton	5.36	4[illegible],488.00
Treated Base Mixture		123,750 Ton	6.40	79[illegible],000.00
Cement in Treated Base Mixture		6,800 Ton	75.00	510,000.00
Class "B" Asphalt Concrete Mixture		72,700 Ton	9.74	708,098.00
Class "B" Asphalt Concrete Mixture in Leveling		4,700 Ton	11.09	52,123.00
Asphalt Cement in Mixture		5,050 Ton	110.00	555,500.00
Asphalt in Tack Coat		40 Ton	206.00	8,240.00
Asphalt Membrane		1,775 Sq.Yd.	11.05	19,613.75
8'7" x 5'11" Structural Plate Pipe Arch		272 Lin.Ft.	147.75	40,188.00
12-inch Culvert Pipe		1,042 Lin.Ft.	10.16	10,586.72
15-inch Culvert Pipe		104 Lin.Ft.	14.37	1,494.48
18-inch Culvert Pipe		1,414 Lin.Ft.	14.70	20,785.80
24-inch Culvert Pipe		1,166 Lin.Ft.	25.19	29,371.54
36-inch Culvert Pipe		178 Lin.Ft.	51.14	9,102.92
48-inch Culvert Pipe		152 Lin.Ft.	28.93	4,397.36

Oregon State Highway Division
Salem, Oregon, November 28, 1979

Federal Aid Project
No. F-3(9)

12-inch Sewer Pipe	298 Lin.Ft.	12.61		3,757.78
15-inch Sewer Pipe	524 Lin.Ft.	12.80		6,707.20
Extra for Pipe Under Pavement	160 Lin.Ft.	26.00	$	4,160.00
Concrete Manholes	1 Each	1,200.00		1,200.00
Special Manholes	2 Each	2,500.00		5,000.00
Concrete Inlets, Type CG-1	7 Each	525.00		3,675.00
Concrete Inlets, Type G-1	1 Each	500.00		500.00
Concrete Inlets, Type G-2M	1 Each	550.00		550.00
Guard Rail, Type 2A	1,988 Lin.Ft.	13.95		27,732.60
Guard Rail Anchors, Type 1	20 Each	280.00		5,600.00
Rail End Pieces, Type C	20 Each	145.00		2,900.00
Type 2 Fence	2,330 Lin.Ft.	3.75		8,737.50
Concrete Driveways	55 Sq.Yd.	16.50		907.50
Concrete Curbs	80 Cu.Yd.	100.00		8,000.00
Extra for Asphalt Approaches	112 Each	150.00		16,800.00
Paved Culvert End Slopes	1,235 Sq.Ft.	5.00		6,175.00
Loose Riprap Class 100	900 Cu.Yd.	23.00		20,700.00
Delineators	220 Each	17.00		3,740.00
Roadside Seeding and Mulching	22 Acre	561.00		12,342.00

SIGNING

Removal of Existing Sign Installations	All Required		1,000.00
Wood Sign Post	All Required		3,500.00
Sign Support Footings	All Required		7,000.00
Breakaway Sign Posts	All Required		15,795.00
Type "A" and "B" Signs in Place	1,107 Sq.Ft.	16.95	18,763.65
Type "C", "D" and "R" Signs in Place	437 Sq.Ft.	12.00	5,244.00
Type "EE" Signs in Place	185 Sq.Ft.	12.95	2,395.75
Type "U" Signs in Place	41 Sq.Ft.	18.00	738.00

ILLUMINATION

Removal of Existing Illumination	All Required		908.00
Roadway Lighting Poles and Arms	All Required		15,501.00
Foundations	All Required		6,469.00
Luminaires and Ballasts	All Required		2,584.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		20,909.00

Oregon State Highway Division
Salem, Oregon, November 28, 1979

Federal Aid Project
No. F-3(9)

TRAFFIC SIGNALS

Flashing Beacon Installation, Complete		All Required		1,168.00
Traffic Signal Installation, Complete		All Required		17,247.00
				$4,745,305.45

Anticipated Items

Permanent Pavement Striping		All Required		$ 6,000.00
Temporary Pavement Striping		All Required		3,500.00
Remove Pavement Striping (Existing & Temporary)		All Required		2,000.00
Temporary Erosion Control		All Required		5,000.00
Railroad Protective Costs		All Required		6,600.00
On-the-Job Trainees (6 @ $800)		All Required		4,800.00
				$ 27,900.00
		Subtotal		$4,773,205.45
		Engineering		596,650.55
		Total		$5,369,856.00

Type Code X080
Structure Bridge #2229 C-A (Sta. 26+16 to Sta. 26+78)

Mobilization	(3%)	All Required		$ 14,362.08
Temporary Protection and Direction of Traffic	(3%)	All Required		3,302.70
Bridge Removal Work	(32%)	All Required		6,720.00
Structural Excavation		117 Cu.Yd.	33.00	3,861.00
Furnish Pile Driving Equipment	(33%)	All Required		5,610.00
Furnish Prestressed Concrete Piling		1,056 Lin.Ft.	11.00	11,616.00
Drive Prestressed Concrete Piles		1,056 Lin.Ft.	1.00	1,056.00
Structural Concrete, Class 3300 (170 cy.)	(24%)	All Required		9,240.00
4'x60'/65' Preatressed Slabs		20 Only	3,700.00	74,000.00
Reinforcement (22,600 lbs.)	(31%)	All Required		5,270.00
Reinforced Concrete Bridge End Panels		356 Sq.Yd.	45.00	16,020.00
Metal Rail with Tubing		113 Lin.Ft.	40.00	4,520.00
				$ 155,577.78

Oregon State Highway Division
Salem, Oregon, November 28, 1979

Federal Aid Project
No. F-3(9)

Type Code X030
Structure Bridge #2229 D-A (Sta. 82+87.5 to Sta. 83+52.5)

Mobilization	(3%)	All Required		$	14,362.08
Temporary Protection and Direction of Traffic	(3%)	All Required			3,302.70
Bridge Removal Work	(34%)	All Required			7,140.00
Structural Excavation		118 Cu.Yd.	33.00		3,894.00
Furnish Pile Driving Equipment	(33%)	All Required			5,610.00
Furnish Prestressed Concrete Piling		896 Lin.Ft.	11.00	$	9,856.00
Drive Prestressed Concrete Piles		896 Lin.Ft.	1.00		896.00
Structural Concrete, Class 3300 (170 cy.)	(24%)	All Required			9,240.00
4'x65'/70' Prestressed Slabs		20 Only	4,100.00		82,000.00
Reinforcement (22,600 lbs.)	(31%)	All Required			5,270.00
Reinforced Concrete Bridge End Panels	---	356 Sq.Yd.	45.00		16,020.00
Metal Rail with Tubing		125 Lin.Ft.	40.00		5,000.00
				$	162,590.78

Type Code X080
Structure Br. #2408A (Sta. 320+97.5 to Sta. 321+62.5)

Mobilization	(4%)	All Required		$	19,149.44
Temporary Protection and Direction of Traffic	(4%)	All Required			4,403.60
Bridge Removal Work	(34%)	All Required			7,140.00
Structural Excavation		125 Cu.Yd.	33.00		4,125.00
Furnish Pile Driving Equipment	(34%)	All Required			5,780.00
Furnish Prestressed Concrete Piling		960 Lin.Ft.	11.00		10,560.00
Drive Prestressed Concrete Piles		960 Lin.Ft.	1.00		960.00
Structural Concrete, Class 3300 (170 cy.)	(52%)	All Required			20,020.00
4'x65'/70' Prestressed Slabs		20 Only	4,100.00		82,000.00
Reinforcement (22,600 lbs.)	(38%)	All Required			6,460.00

Oregon State Highway Division
Salem, Oregon, November 28, 1979

Federal Aid Project
No. F-3(9)

Reinforced Concrete Bridge End Panels	364 Sq.Yd.	45.00	16,380.00
Metal Rail with Tubing	150 Lin.Ft.	40.00	6,000.00
			$ 182,978.04
	Subtotal		$ 501,146.60
	Engineering		62,643.40
	Total		$ 563,790.00

Length of Project - Roadway 6.984 Miles
Structures 0.036 Mile
Total 7.020 Miles

Cost of Roadway Per Mile $768,879.73

Work Retained in Program Status
(not included in amounts below)

Permanent Signing (Additional)	—	All Required	$ 5,500.00
Asphalt Cement Adjustment		All Required	400,000.00

Summary of Funds (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$5,369,856	$4,733,528	$636,328
Structures	563,790	496,980	66,810
Total	$5,933,646	$5,230,508	$703,138

Group 1 - 100%
Contract No. 9061
Prefix 20-1966
Prefix 20-1032

Oregon State Highway Division
Salem, Oregon, November 28, 1979

Federal Aid Project
No. F-3(9)

Junction City-Airport Road Section
(Nonparticipating - State Work)

State Responsibility for Damages	All Required		$	1,000.00
Furnish Mailbox Posts	All Required			900.00
Setting Mailbox Posts	70 Only	50.00		3,500.00

rn 906'

5-25-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-3(9)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Lane

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00002

6. TO

Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4-23-82

8. FEDERAL ROUTE NUMBER: Primary 3

9. STATE ROUTE NUMBER: Primary 1 W

10. GENERAL LOCATION:

Junction City - Airport Road Section

11. GENERAL DESCRIPTION OF WORK

Move sign to luminaire pole, remove sign supports and stubs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 4-23-82 as requested in Mr. Keasey's letter of 5-18-82 as being in the public interest for the use of State Forces to proceed with the above work.
State Force Order No. 2 is approved for a TEC of $800, FF $705.

RECEIVED
STATE HWY ENGR
MAY 28 '82

Orig to 5-26-82

REFER TO
FOR

Info	Invest	R/D	G/R	Sign	Act	File

14. DATE: 5/25/82

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hansen

16. TITLE: for Division Administrator

FORM FR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#1661

L.

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: L. W. Rulien
Executive Assistant

DATE: December 22, 1980

FROM: JAMES J. GIX
Region Construction Engineer

SUBJECT: Tri-County News Editorial
Junction City-Airport Rd.
Lane County

I have your memo asking for a review of conditions on this project. At the time of the fatal accident, both the resident and region did make a fairly extensive review of the project considering the bad press we received.

Our investigation concluded that all traffic control devices called for in the project traffic control plan were installed and in use. We, as a matter of course, had installed additional protection at the request of the resident engineer and installed some signs that were called for in later stages, at the second and third stage. I understand that Mr. Keasey's office has sent you a report on the matter.

I have enclosed copies of the earlier news releases for your information. We have experienced some feelings of dissatisfaction from the Junction City officials on matters not related to the project which appear to spill over each time there is a news article about Junction City.

Certainly there were some delays and inconvenience at the north end of the project in late October when traffic was switched from the old two-lane to the new alignment. Primarily this took the form of delays and slow moving traffic with flagmen and did not result in a serious accident potential. Tape was used only until the striping crew arrived and not as an alternate.

The contractor worked on a two-shift basis during this time and our personnel were on the project after darkness and have a good knowledge of the conditions and problems.

jjg/cw

Encl.

cc C. T. Keasey
Ellis Jones

RECEIVED
STATE HWY ENGR
DEC 26 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Contains Recycled Materials
81-125-1367

SP*78683-128

Junction City, OR
Tri-County News
(Cir. W. 966)

NOV 13 1980

Allen's P. C. B Est. 1888

Our thoughts

Sleepy-eyed readers of the Register-Guard, drinking their first cups of coffee as they scanned the front page Sunday morning, woke up to the sight of car which looked more like a discarded gum wrapper. Inside was a young Junction City woman, one of three fatalities in a terrible accident on Highway 99 south of Junction City late Saturday afternoon.

The Guard said it happened on a "poorly marked" section of 99 which is under construction at this time. Lane County Sheriff's Department investigators had reached no conclusions as of press time Wednesday. But one man who passed the accident grumbled three days later that, as always, it probably would be blamed on the construction company.

The News wondered about the man's comment and moved to find out exactly who does decide where to place the stripes, reflective standards and other visual aids which guide motorists through construction zones. Chuck Schrader, construction manager for the Wildish Construction Co., which is working on 99 south of Junction City, said the state sets the specifications for these aids.

Other than the implications lacing the Guard's article, the News has seen no evidence connecting the state with Saturday's tragedy. But the incident has focused attention on the overall performance of the Highway Division regarding visual assistance to drivers, and that performance has been poor.

Actually, the accident happened on one of the better-controlled sections of a construction zone stretching from Eugene to Junction City. Anyone who has driven that route but didn't know the exact date and location of the collision probably would have assumed it took place about a week earlier and a few miles closer to Junction City.

At the time, this other section of 99 was a battle of wits for the most intelligent and keen-eyed motorist. Standards were placed so close to the side of the road, or in the middle of roads that were so narrow, that drivers practically were invited to hit them, if not one another. The striping in temporary lanes, presumably minimized to ease the problem of removing it later on, virtually disappeared after dark in a heavy rain.

The same kind of mazes are found on many other highways in Oregon. Paint seems to be lacking almost everywhere. Directional signs often appear so close to a turnoff, and in such small print, that drivers making any significant speed must jam on the brakes and dart in the desired direction.

And then there is Junction City's infamous "Y," on which few residents need an education.

If the problem is lack of funds, perhaps this editorial can help jar open some coffers. It always comes down to an ugly cost-benefit ratio, even when human lives are at stake. That's reality.

But realities change sometimes, right?

--HOWARD HUNTINGTON

ROSEBURG REGION
RECEIVED
DEC 8 1980
RE | RME | CE | ROE | TE
RUE | DES | RSR | RPF | REE
660 | FAE | RBI

12-1-80 cl/bl
Kenneth Shirley please see me
condolences on this project

ghway 99 traffic switched

By MIKE THOELE
Of the Register-Guard

JUNCTION CITY — Highway 99 traf- between Eugene and Junction City day was switched to a new two-lane ction of the road as work continues on e $5.2 million project of converting a ven-mile stretch to four lanes.

Plagued with an unseasonably wet ring but blessed with a dry fall, the job well ahead of schedule, according to arles Trover, a construction superin- dent for Wildish Construction Co.

The Wildish firm began work on the oject in January of this year. Comple- n was scheduled for the late fall of 81. But Trover said late summer of xt year now appears likely as a com- tion date because of the substantial ns made on the construction schedule s year.

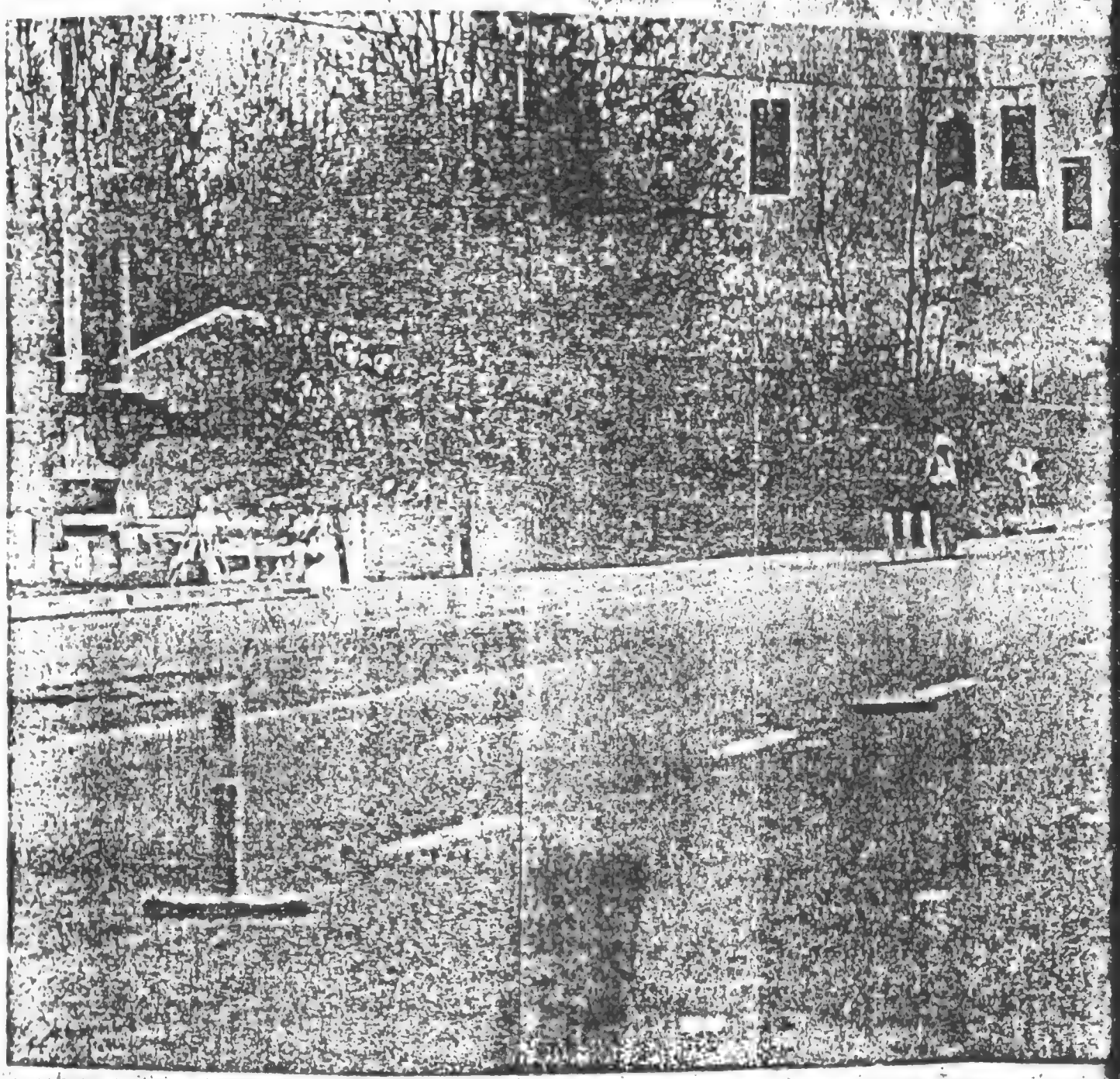
"Work-wise we're in great shape," over said, "There are different ways rate percentage of completion — like rcentage of work or percentage of llars. But from a time standpoint, 're a good three months ahead. The ather has really cooperated."

The job extends from Airport Road the south to Third Avenue in Junction y on the north. When completed, the oject will provide a continuous four- e link between Eugene and Junction y.

The final configuration will have r full-width travel lanes, separated a continuous 16-foot left turn lane — ch like the present four-lane section the highway between Airport Road 1 Belt Line Road. The project will al- provide eight-foot paved shoulders.

The Wildish firm frequently capitali- d on the good weather in late summer l throughout the fall by working a -and-eight schedule. Much of the e fill material for the now-completed -lane section was applied by ma- es working at night beneath banks ights powered by portable genera-

but Trover said the firm is aware it been operating on borrowed time.



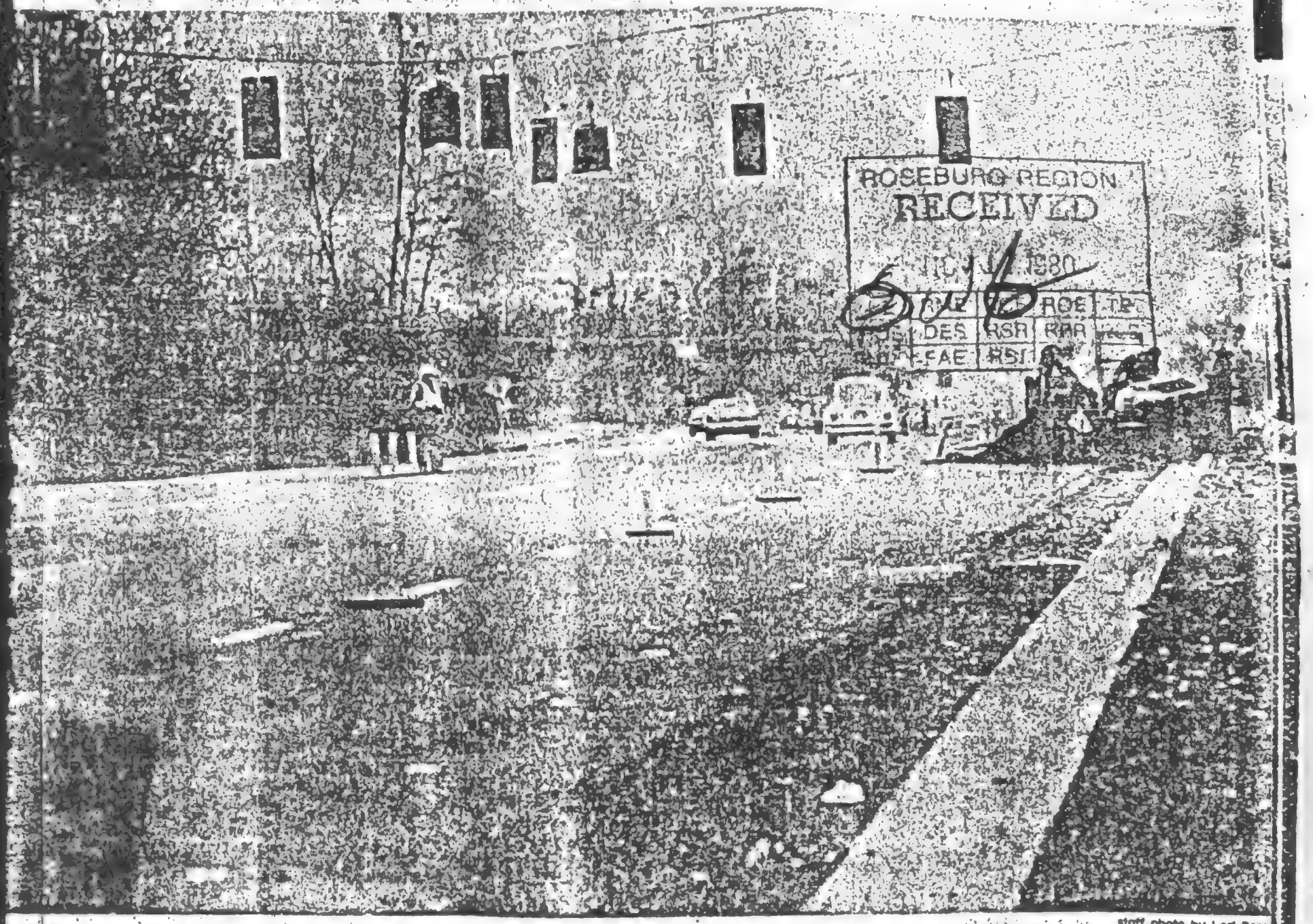
As long as the good weather holds, paving of rebuilt Highway 99 just south of

"We're going to keep at it as long as the weather holds," he said. "But when it gets to where the temperature is consistently below 40 degrees, we'll have to shut the job down for the winter."

The Highway 99 project was originally scheduled to begin as late as 1983. However, a 1977 school bus accident and an ensuing campaign by a group of Junction City mothers produced a state decision to move the project up to 1980. In their campaign, the mothers group used state statistics that showed the traffic count and accident rate on the o two-lane section of the road were traordinarily high.

Ironically, the old two-lane section the road may have claimed its last v tims in a triple-fatality accident that

fic switched to new section



Staff photo by Lori Boro

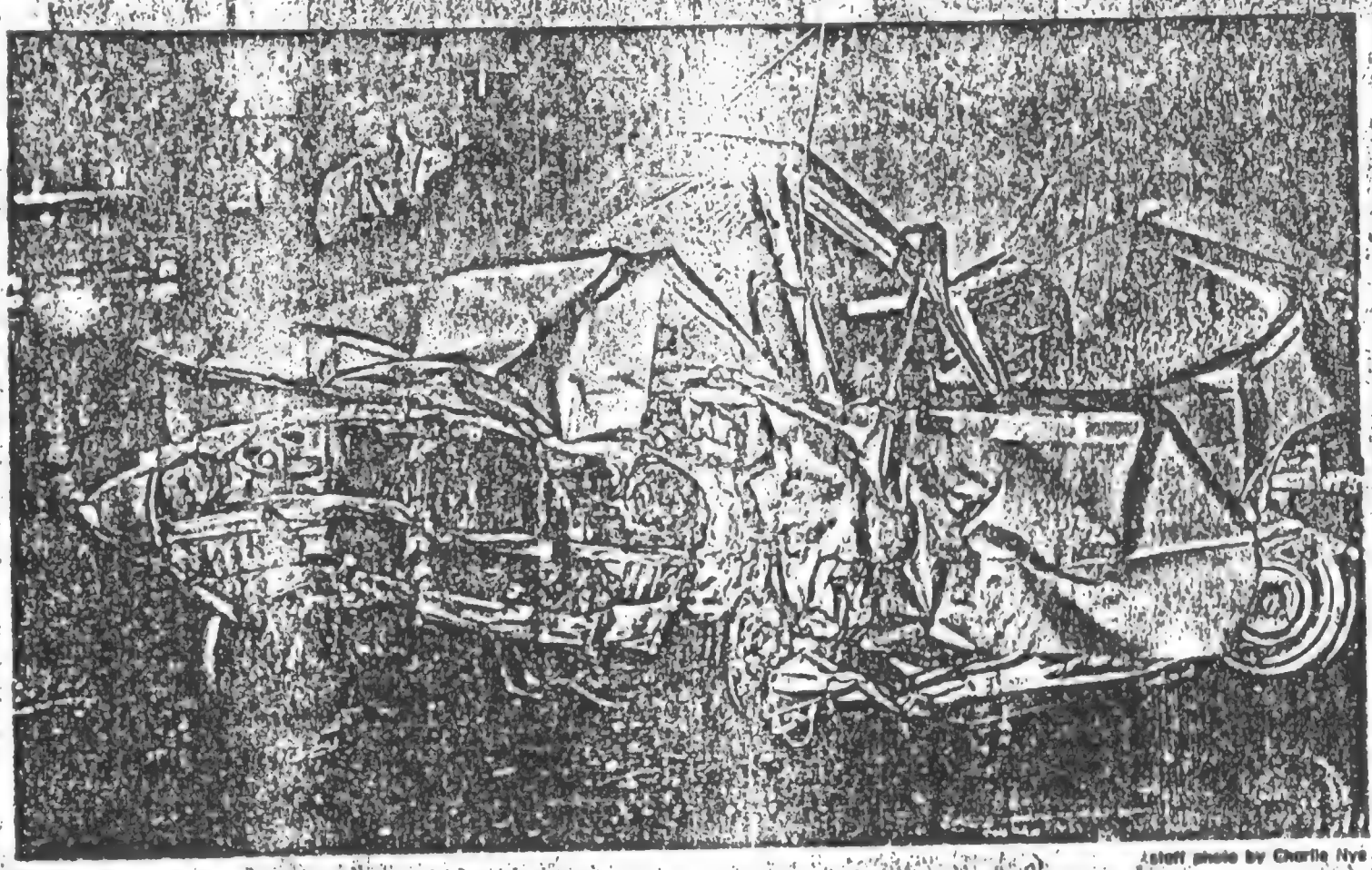
as the good weather holds, paving of rebuilt Highway 99 just south of Junction City will continue ahead of schedule

uled to begin as late as 1983. , a 1977 school bus accident nsuing campaign by a group of City mothers produced a state to move the project up to 1980. campaign, the mothers group e statistics that showed the traffic count and accident rate on the old two-lane section of the road were extraordinarily high.

Ironically, the old two-lane section of the road may have claimed its last victims in a triple-fatality accident that occurred Saturday night, less than five days before traffic was to be switched to the new sections. News stories of that accident indicated poor marking may have been a factor in the two-car crash, but a Lane County Sheriff's Office report of the accident did not fault the road markings and signs.

Today's traffic switch will affect vehicles traveling on the section of the road south of Highway 36. They will use the two new lanes that will eventually be the southbound section of the road.

Three die in Highway 99 crash



Staff photo by Charlie Nye

A 16-year-old girl in this car and the two occupants of another auto died in a head-on collision on Highway 99

By LISA STRYCKER
Of the Register-Guard

Two young men and a young wo
were killed in a head-on collision
poorly marked stretch of Highwa
north of Eugene late Saturday a
noon.

The accident occurred in the dri
rain at 5:45 p.m. eight miles nort
Eugene, according to Jim Pate, chi
the Junction City Fire Department.

Among the dead are Lisa Diane
lace, 16, of 373 Boden St., Junction
and William B. Yoakam, 18, of Co
The name of the third victim was
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The section of Highway 99 w
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because construction crews a
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Ironically, the construct
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After the 1977 accid
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Turn to CRA

Crash

Continued from Page One

lion project is expected to take two years.

The school bus accident injured 28 Junction City schoolchildren and killed the driver of the car that slammed head-on into the bus.

The two cars in Saturday's accident, according to Pate, "definitely" collided head on but he said he had "no idea which way or what." The cause of the accident was under investigation.

The two men killed in the crash, described as college age, were in one car and the woman, described as "in her 20s," was in the other. There were no other people in the two cars, Pate said.

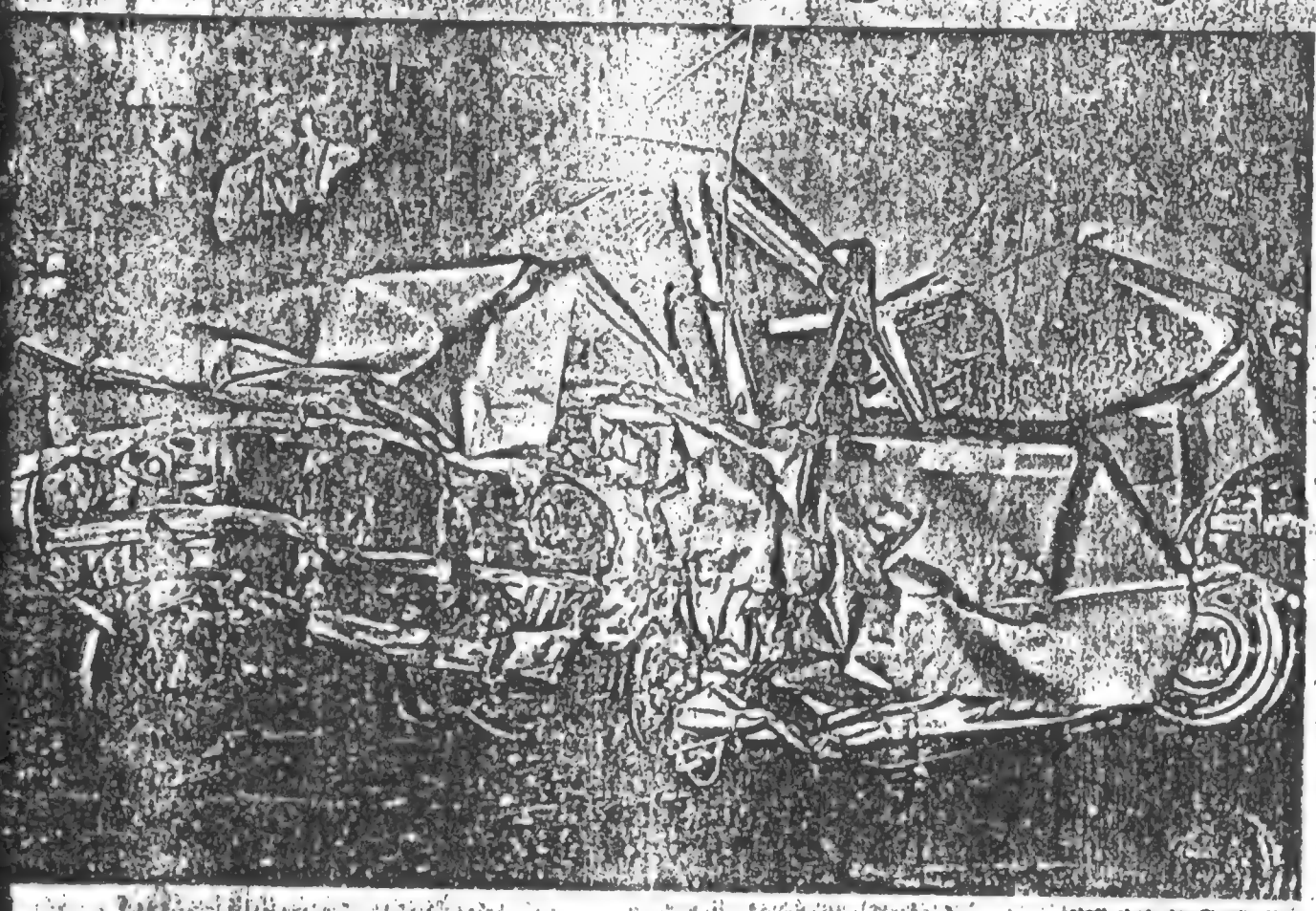
Both vehicles were destroyed. Firemen had to take off the car doors to recover the victims, who had been pinned inside.

About 15 firemen and law enforcement officers were at the scene, many of them directing traffic through a maze of flares and flashing lights. Other officers were stationed nearby to divert Junction City-bound traffic at Prairie Road.

In other weekend traffic accidents:

- Police have identified the victims

hree die in Highway 99 crash



Staff photo by Charlie Nye

ear-old girl in this car and the two occupants of another auto died in a head-on collision on Highway 99

By LISA STRYCKER
Of the Register-Guard

Two young men and a young woman were killed in a head-on collision on a poorly marked stretch of Highway 99 north of Eugene late Saturday afternoon.

The accident occurred in the driving rain at 5:45 p.m. eight miles north of Eugene, according to Jim Pate, chief of the Junction City Fire Department.

Among the dead are Lisa Diane Wallace, 16, of 373 Boden St., Junction City, and William B. Yoakam, 18, of Coquille. The name of the third victim was being withheld.

The section of Highway 99 where the accident occurred is not marked well because construction crews are widening the road from two to four lanes.

Ironically, the construction project was prompted, in part, by concern that arose from a September 1977 school bus accident.

After the 1977 accident, four Junction City mothers were successful in their campaign to force the state to reschedule the widening project, once scheduled to start in 1981, to the 1979-80 fiscal year. Completion of the $6.9-mil-

Turn to CRASH, Page 2A

Crash

Continued from Page One

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In other weekend traffic accidents:

- Police have identified the victims

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

[X] FATAL
[ ] NON-FATAL

Date of Accident 11-8-80 Time of Accident 5:35 (~~A.M.~~ P.M.)

Name of Driver Wallace, Lisa Diane Name of Deceased (if any) Yoakam, William B. / Plum, Brett L.

Date of Field Investigation 11-10-80 County Lane

Highway Name Pacific Highway West Highway Number 99 Route

General Location .5 miles south of Milliron Road, on Highway 99 N.

Mile Post Posted Speed Construction 40 MPH

Check Appropriate Items:

Type of Culture
- ___ Heavy
- X Moderate
- ___ Light
- ___ None

Surface Condition
- ___ Dry
- X Wet
- ___ Snow or ice
- ___ _____ (Other)

Grade (in direction of Vehicle's travel)
- X Level
- ___ Hillcrest
- ___ Approx. ___% descending
- ___ Approx. ___% ascending

Lighting
- ___ Daylight
- ___ Dawn or Dusk
- ___ Darkness Illum.
- X Darkness, non-Illum.

Alignment Indicate North

Sketch alignment and path of vehicle(s)

Highway, X-Section

Sketch with dimensions

REFER attached Police Reports

Description of Accident: REFER attached Police Reports

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

Distribution: Dept of Justice
Assistant State Highway Engineer
Maintenance Engineer
Traffic Engineer
Regional Engineer
District Engineer

Investigator Byron G. Inman

Title Inspector in Charge

cc: Ellis Jones

DRAFT

TRAFFIC ACCIDENT REPORT – POLICE
STATE OF OREGON ☒FATAL ☐INJURY ☐PROP. DAMAGE Dept. LANE Co. S.O. City RURAL County LANE Page 1 of 1 Pages

Case No. 80-11877
Classification:

1. ACCIDENT INVOLVED: ☒One Other MV ☐Three or More MV's ☐Pedestrian ☐Motorcycle ☐Bicycle/Tricycle ☐Fixed Object ☐Non-Collision ☐Animal ☐Other ☐City, County, State Property Damaged
Describe:

COMPUTER ENTRY: Persons ☐ Vehicle ☐ Crime ☐ Property ☐ Booking ☐ LEDS ☐ NCIC ☐

Distribution: 12, 47, 175, JCSO, 35 - DMV, DAIMT, CO Hwy 20, 21, Circuit Ct 14

ACCOMPANYING REPORTS: Veh. ☒ Prop. ☐ Spec. ☒ Custody ☐ Person ☐ Continuation ☒

Do Not Write In This Space MF

2. Date Occurred 11-8-80 | 3. Time Occurred 5:35 ☐AM ☒PM
4. Reported Date 11-8-80 | 5. Reported Time 5:39 ☐AM ☒PM
6. Location of Occurrence (Route No. or Name) HWY 99 N
7. At Intersection of (Route No. or Name)
8. If not at Intersection ☐ Feet ☒ Miles ☐N ☒S ☐E ☐W (Intersecting highway or street, landmark or house no.) .5 MILLIRON Rd
9. Mile Post
10. 4.5 Miles ☐N ☒S ☐E ☐W of Nearest City JUNCTION CITY

INJURY CODE: (Mark the first one that applies) K – DEAD BEFORE REPORT MADE
A – INCAPACITATED · Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc.
B – NONINCAPACITATED – Lump, Abrasions, Cuts
C – POSSIBLE · Momentary Unconsciousness, pain, nausea, limping
D – NO APPARENT INJURY

SEAT BELT CODE: None Installed – 0; Lap Installed – L; Shoulder Installed – S; Airbag Installed – A; In Use – LL, SS, AA

UNIT No. 1 - MOTOR VEHICLE

	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj.
DR 11. FULL NAME (Last) WALLACE (First) LISA (Middle) DIANE	F	W	12-21-63	LS	–	K

Computer #
12. Address 371 BODEN LN, JUNCTION CITY
Operator License No. 329116 | 20. Issuing State ORG | 21. Type (Specify) DRIVER
22. Residence Phone | 23. Business Phone

Seat	24. Occupant's Name	Computer #	25. Address and Phone	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj.
	32.		33.						
	40.		41.						

RECEIVED OCT 1 1981

48. Owner's Name and Address SA #11 & #12
49. Odometer Reading 37611.9
59. Damage Scale FD-7
60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
50. License No. BPZ134 | 51. License State ORE | 52. License Year 81 | 53. Veh. removed by/to REFER VEH REFER T+M/THEIR LOT
54. Vehicle year 79 | 55. Make TOYOTA | 56. Model COROLLA | 57. Body Style 2H | 58. Color SILVER
Is Vehicle Drivable? ☐Yes ☒No

UNIT No. 2 - MOTOR VEH., PED., OTHER

	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj.
DR 61. FULL NAME (Last) YOAKAM (First) WILLIAM (Middle) BO	M	W	11-20-61	LS	–	K

Computer #
62. Address 781 E. 14th, COQUILLE 97423
Operator License No. 2793690 | 70. Issuing State ORE | 71. Type (Specify) DRIVER
72. Residence Phone | 73. Business Phone

Seat	74. Occupant's Name	Computer #	75. Address and Phone	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj.
R/F	PLUM BRETT LOREN		RT 1 Box 2965 COQUILLE, ORE 97423	M	W	4-2-60	LS	–	K
	82.		83.						
	90.		91.						

98. Owner's Name and Address SA #61 & #62
99. Odometer Reading 01201
109. Damage Scale FD-7
110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
100. License No. HFN874 | 101. License State ORE | 102. License year 82 | 103. Veh. removed by/to REFER VEH REFER T+M TOW/THEIR LOT
104. Vehicle year 72 | 105. Make DATSUN | 106. Model 2602 | 107. Body Style 2H | 108. Color BLU/WHT
Is Vehicle Drivable? ☐ Yes ☒ No

111. Actions Taken (Citations, etc.) MEASUREMENTS TAKEN
112. Primary Cause
113. Secondary Cause

Reporting Officer(s) Gaffaly #175 | Prec./Div. TRAFFIC | Relief/Shift: SWINGS | Assn./Dist. | R/C Times 739 | ARR: 1017 | CLR: 2005 | Approved by: MJ

5. Road Cond.(x) one	11b.				
☐ CLEAR ☐ RAINING ☐ SNOWING ☐ FOG ☐ CLOUDY ☐ OTHER	☐ DRY ☒ WET ☐ SNOWY ☐ ICY ☐ OTHER	☐ DAYLIGHT ☐ DAWN or DUSK ☐ DRKNS/Lighted ☒ DRKNS/Unlighted ☐ OTHER	Skidmarks to impact (ft.) 0 0 Distance Travel'd after impact (ft) 9c 9c Stated spd. before Impact (MPH) UNK UNK Designated speed for area (MPH) 55/40 55/40	☒ YES ☐ NO Describe: 40MPH CONSTRUCTION ZONE	S, LEONARD + T. LINZ, MEDICAL SERVICES INC INJURED TAKEN TO: SACRED HEART HOSPITAL, SURGERY ID BY: MSI CALL CAR

WITNESSES:

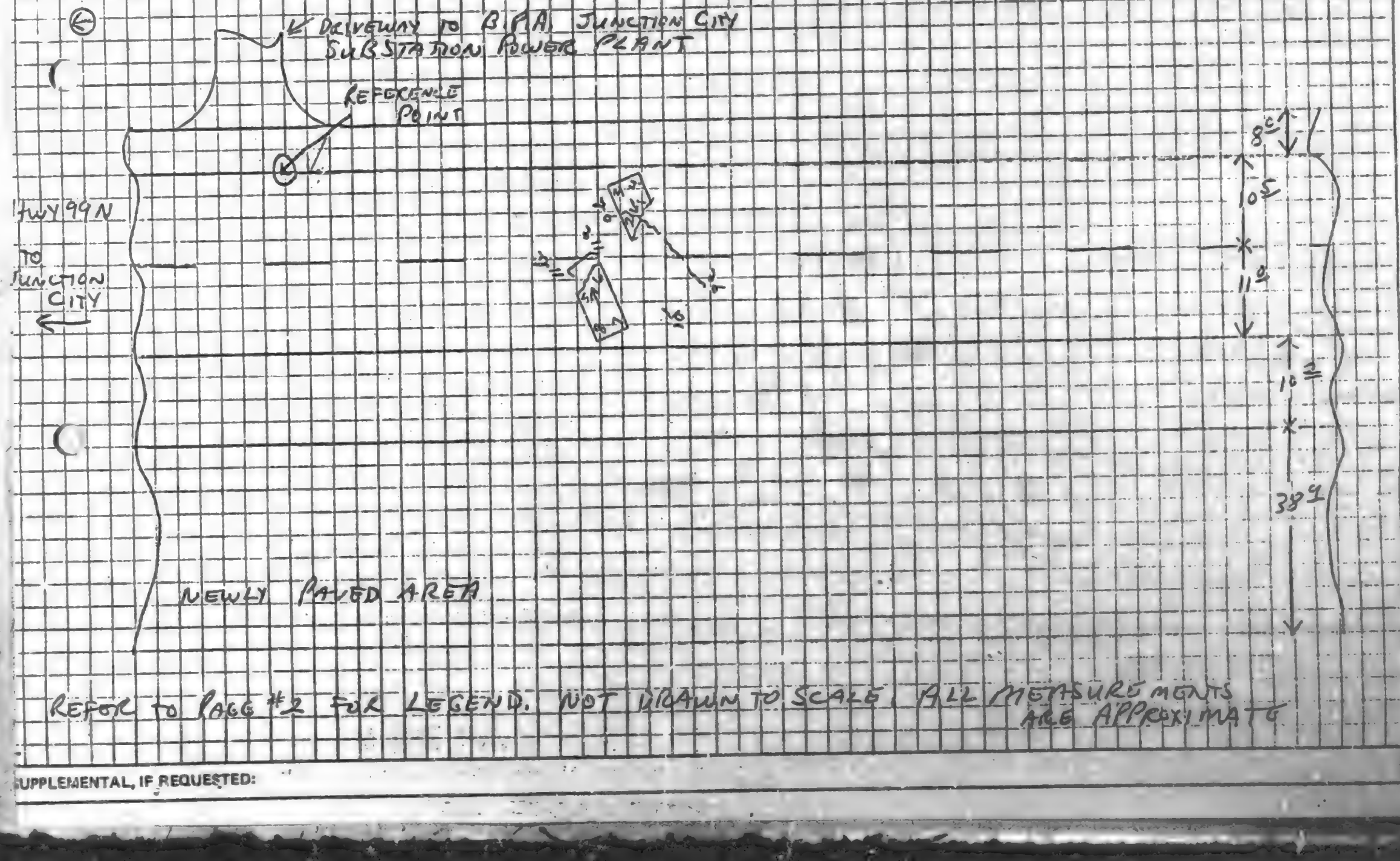
NAME ALLEN, SEYMOUR DOES (7-10-23) RES. ADDRESS & PH. 1130 NYSSA ST, JUNCTION CITY 998-2651

NAME GLASSOW, RICHARD ALLEN (10-5-59) RES. ADDRESS & PH. 3707 E, 18th St #47 VANCOUVER, WASH 695-6699

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

A/O: DEPUTIES P. MCCOMAS #12, D. WELCH #23, R. LEWIS #27, J. REAKSON #22, C. MURPHY #27, E. EICHLER #30, SGT. D. HACKETT #35, AND LT. R. MCMANUS #39, CSSO

DRAW SKETCH: INDICATE NORTH (By Arrow)



REFER TO PAGE #2 FOR LEGEND. NOT DRAWN TO SCALE. ALL MEASUREMENTS ARE APPROXIMATE

SUPPLEMENTAL, IF REQUESTED:

INJURIES: VICTIM #1, WALLACE, ALSO LISTED AS DRIVER #1, SUFFERED APPARENT MULTIPLE FRACTURES, HEAD, CHEST, AND INTERNAL INJURIES. VIC #1 WAS PRONOUNCED DEAD AT THE SCENE BY MSI PERSONNEL.

VICTIM #2, YOAKAM, ALSO LISTED AS DRIVER #2 SUFFERED APPARENT MULTIPLE FRACTURES, HEAD, CHEST, AND INTERNAL INJURIES. VIC #2 WAS PRONOUNCED DEAD AT THE SCENE BY MSI PERSONNEL.

VICTIM #3, PLUM, ALSO LISTED AS PASSENGER #1 IN VEH #2, SUFFERED APPARENT MULTIPLE FRACTURES, HEAD, CHEST, AND INTERNAL INJURIES. VIC #3 WAS PRONOUNCED DEAD AT THE SCENE BY MSI PERSONNEL.

WITNESSES: WIT #1, ALLEN, WAS CONTACTED AT THE SCENE BY DEPUTY LEWIS. REFER TO SPECIAL REPORT FOR DETAILS.

WIT #2, GLASSOW, WAS CONTACTED VIA TELEPHONE BY DEPUTY C. MURPHY. REFER TO SPECIAL REPORT FOR DETAILS.

A. Case Number: 80-11877
B. Classification:

CONTINUATION REPORT

LEGEND:

POINT	ITEM	N/S	E/W
1	L/F TIRE V#1	59 5/8 S	4 1/2 W
2	R/F " "	57 1/2 S	8 1/4 W
3	R/R " "	56 1/2 S	0 1/2 W
4	L/R " "	61 1/2 S	1 1/2 W
5	L/F TIRE V#2	51 3/8 S	19 1/2 W
6	R/F " "	54 3/4 S	15 1/4 W
7	R/R TIRE "	61 1/2 S	21 1/2 W
8	L/R TIRE "	56 1/2 S	24 1/2
9a	START OF GOUGE	66 3/8 S	16 1/2 W
9b	END OF GOUGE	54 1/2 S	3 3/4 W
10	GOUGE HOLE	59 3/8 S	17 3/4 W
11a	RIGHT CORNER BUMPER V#1	54 1/2 S	11 1/2 W
11b	LEFT " " "	51 3/4 S	12 1/2

Reporting Officer(s): Grant Poling
Off. I.D. Number: 171
Prac/Div: TRAFFIC
Relief/Shift: SWING
Assn/Dist:

FACTS (CONT'D)! THE CONSTRUCTION AREA RUNS FROM THE INTERSECTION of HWY 99 AND W. 1ST (JUNCTION CITY) TO HWY 99 AND 90680 HWY 99N (EUGENE). OTHER THAN THE BEGINNING OF THE CONSTRUCTION AREA AND AT BRIDGES, THERE ARE NO MARKINGS SEPERATING THE OLD, OR CURRENTLY USED PORTION, AND THE NEWLY PAVED PORTION, EXCEPT FOR TEMPORARY SIGNS READING "CONSTRUCTION 40". THESE SIGNS ARE SPACED, ON THE AVERAGE AT .3 TO .5 MILE INTERVALS THROUGHOUT THE AREA. THESE SIGNS ARE ON THE EAST SHOULDER FOR N/B TRAFFIC AND ONTHE ASPHALT AND GRAVEL STRIP FOR S/B TRAFFIC. THE AREA WAS UNLIGHTED BY ANY ARTIFICAL LIGHTING EQUIPMENT.

UPON MY ARRIVAL, THE SCENE HAD BEEN SECURED BY A/D'S AND JUNCTION CITY FIRE DEPARTMENT PERSONNEL. BOTH VEHICLES WERE AT THEIR POINTS OF REST. DUE TO THE LACK OF ANY NEARBY LANDMARKS TO USE AS A REFERENCE POINT, A "PK" NAIL WAS PLACED IN THE EAST EDGLINE of HWY 99, EVEN WITH THE PROLONGATION OF THE SOUTH CURBLINE of THE

A. Case Number 80-11887

B. Classification

CONTINUATION REPORT

STATEMENTS: NONE OBTAINED

FACTS: THIS WAS A VEHICLE VS VEHICLE, HEAD-ON TYPE COLLISION, OCCURRING ON A STATE HIGHWAY (HWY 99N) RESULTING IN A TRIPLE FATALITY. AT THE TIME OF THE ACCIDENT, IT WAS A CLOUDY, DARK NIGHT WITH LIGHT TO HEAVY RAINFALL. HWY 99N WAS CURRENTLY UNDER CONSTRUCTION. THE ROADWAY BEING USED FOR NORTH-SOUTH TRAFFIC IS A TWO-LANED ROADWAY DIVIDED BY A SINGLE, BROKEN YELLOW LINE. THERE IS AN APPROX 8FT WIDE PAVED EAST SHOULDER. THE NORTHBOUND LANE IS APPROX 10FT 5IN AND THE SOUTH-BOUND LANE IS APPROX 11 FT. ADJACENT TO THE S/B LANE IS AN APPROX 10FT 2IN STRIP CONSISTING OF PAVEMENT AND GRAVEL. ADJACENT TO THAT STRIP IS A NEWLY PAVED SURFACE APPROX 38FT 9IN WIDE THAT IS UNMARKED AND APPROX 3INCHES HIGHER THAN THE REST OF THE ROAD-WAY. THE PORTION OF HWY 99 BEING USED FOR VEHICULAR TRAFFIC WAS WET, IN GOOD REPAIR, FREE OF DEBRIS, AND MADE OF AN ASPHALT TYPE COMPOSITION.

Reporting Officer(s)	Off. I.D. Number	Proc/Div	Relief/Shift	Assn/Dist
Grant Poli	175	TRAFFIC	SWING	

FACTS (CONT'D): THIS GOUGE MARK ENDED AT THE POINT WHERE A PORTION OF VEH#1'S RIGHT SIDE FRAME WAS RESTING ON THE PAVEMENT. THE OTHER GOUGE MARK WAS A HOLE WHICH INDICATED AN OBJECT STRUCK THE PAVEMENT IN A S/B DIRECTION THEN PIVOTED IN A COUNTERCLOCKWISE DIRECTION. THIS MARK WAS ALSO IN THE MIDDLE OF THE S/B LANE. FOR MEASUREMENTS, REFER TO DIAGRAM AND LEGEND ON PAGE#2.

NEITHER VEHICLE LEFT ANY SKIDMARKS ON THE ROADWAY. THE POINT OF IMPACT WAS DETERMINED BY CITIZENS' STATEMENTS AND PHYSICAL EVIDENCE LOCATED DURING THE INVESTIGATION. THE P.O.I. WAS APPROX .5 MILE SOUTH of MILLIRON Rd AND APPROX IN THE MIDDLE OF THE S/B LANE OF HWY 99

AFTER DEPUTY EICHLER PHOTOGRAPHED THE SCENE, THE BODIES OF THE THREE VICTIMS WERE EXTRACTED FROM THE VEHICLES BY JCFD AND TAKEN TO SACRED HEART HOSPITAL, SURGERY 10, BY MSI'S CALL CAR.

OBSERVATIONS / OPINIONS: BASED UPON CITIZENS' STATEMENTS, POSITIONS

A. Case Number

B. Classification

CONTINUATION REPORT

FACTS (CONT'D): BONNEVILLE POWER ADMINISTRATION, JUNCTION CITY SUB-STATION POWER PLANT. THIS "PK" NAIL AND THE EAST EDGEING OF HWY 99 WERE USED AS THE REFERENCE POINTS FOR ALL MEASUREMENTS.

UPON CHECKING BOTH VEHICLES, THEY APPEARED TO BE IN PROPER WORKING ORDER PRIOR TO IMPACT. THIS CHECK WAS LIMITED DUE TO THE EXTENSIVE DAMAGE. VEH#1 WAS FACING IN A S/W DIRECTION IN THE N/B LANE. VEH#2 WAS FACING IN A N/E DIRECTION IN THE S/B LANE. THE MAJORITY OF THE DEBRIS FROM BOTH VEHICLES WAS IN FRONT OF THE VEHICLES AND TO THE NORTH. THE FRONT BUMPER OF VEH#1 WAS IN THE CENTER OF THE ROADWAY AND IN FRONT OF VEH#2. I WAS ABLE TO LOCATE TWO SETS OF GOUGE MARKS, ONE SET WAS APPROX 16FT LONG BEGINNING APPROX IN THE MIDDLE OF THE S/B LANE. THIS GOUGE MARK WAS AN INTERMITTENT GOUGE MARK, SHOWING THE DIRECTION OF TRAVEL IN A N/E DIRECTION.

Reporting Officer(s)	Off. I.D. Number	Prec/Div	Relief/Shift	Assn/Dist
Grant Poling	175	TRAFFIC	SWINGS	

A. Case Number: 80-11887
B. Classification:

CONTINUATION REPORT

OBSERVATIONS / OPINIONS (CONT'D): OF THE VEHICLES AT THEIR POINTS OF REST, DAMAGE TO THE VEHICLES, AND PHYSICAL EVIDENCE LOCATED DURING THE INVESTIGATION, I AM OF THE OPINION THAT VEH #1, BEING DRIVEN BY WALLACE, WAS EXECUTING A PASSING MANUEVER N/B IN THE S/B LANE WHEN IT STRUCK VEH #2. AS THE TWO VEHICLES COLLIDED, THEY BEGAN TO PIVOT AT THE POINT OF MAXIMUM ENGAGEMENT, ROTATING IN A COUNTERCLOCKWISE DIRECTION. AS BOTH VEHICLES DISENGAGED, THEY CONTINUED TO ROTATE, COMING TO REST AS EARLIER DESCRIBED AND DEPICTED IN THE DIAGRAM.

I AM OF THE OPINION THAT DRIVER #1, WALLACE, WAS AT FAULT AND IN VIOLATION OF IMPROPER PASSING, ORS 487.195(5).

RECOMMENDATIONS: NO FURTHER ACTION TO BE TAKEN BY THIS DEPARTMENT.

Reporting Officer(s)	Off. I.D. Number	Prec/Div	Relief/Shift	Assn/Dist
G. A. Polig	175	TRAFFIC	SWINGS	

SPCL

A. Case Number: 80-11877

B. Classification:

C. Type Report: Supplemental ☐ Information ☑ Clearance ☐

D. Case Status: 1. Clr. By Arrest ☐ 2. Referred ☐ 3. Suspended ☐ 4. Unfounded ☐ 5. Pending ☐ 6. Exceptional ☐

SPECIAL REPORT

COMPUTER ENTRY: PERSONS ☐ VEHICLE ☐ CRIME ☐ PROPERTY ☐ BOOKING ☐

Date _____ Opr. _____

DISTRIBUTION

1. Original Report Date	2. Time	3. This Report Date	4. Time	5. Location of Occurrence	6. Computer Entry #
11/8/80	1746	11/8/80	1746	Hwy 99, N OF MENDOWVIEW	

7. Victim or Complainant	8. Residence Address	9. Res. Phone	10. Sex	11. Race	12. D.O.B.
ALLEN, SEYMOUR ODES	1130 N 4TH ST, JUNCTION CITY	998-2651	M	W	7-10-23

13. Subject of This Report: WITNESS STATEMENT ON FATAL ACCIDENT

14. Total Value of Recovered Prop. (Itemize Below):

15. Details:

MR. ALLEN ADVISES THAT HE WAS NORTH BOUND ON HWY 99 AT APPROXIMATELY 1730 HOURS. THE PRESENT WEATHER CONDITION WAS LIGHT RAIN AND HE WAS TRAVELING AT AN ESTIMATED SPEED OF 50 MPH. MR ALLEN STATES THAT HE OBSERVED A VEHICLE BEHIND HIM ATTEMPT TO OVERTAKE HIS VEHICLE AS A SOUTHBOUND VEHICLE APPROACHED HIM. MOMENTS LATER MR. ALLEN HEARD THE COLLISION AND LOOKED BACK TO SEE THE ACCIDENT. MR ALLEN COULD NOT IDENTIFY EITHER OF THE VEHICLES, AS TO THEIR DIRECTION PRIOR TO THE COLLISION.

Reporting Officer(s)	Off. I.D. Number	Prec/Div	Relief/Shift	Assn/Dist
RONALD LEWIS	227	OPERATION	SWING	

Radio Call Times: REC: 1739 ARR: 1746 CLR: 2000 Approved By: DCA

SPCL

A. Case Number: 80-11877

B. Classification:

C. Type Report: Supplemental ☑ Information ☐ Clearance ☐

D. Case Status: 1. Cir. By Arrest ☐ 2. Referred ☐ 3. Suspended ☐ 4. Unfounded ☐ 5. Pending ☐ 6. Exceptional ☐

SPECIAL REPORT

COMPUTER ENTRY: PERSONS ☐ VEHICLE ☐ CRIME ☐ PROPERTY ☐ BOOKING ☐

Date _____ Opr. _____

DISTRIBUTION

A. Original Report Date	2. Time	3. This Report Date	4. Time	5. Location of Occurrence	6. Computer Entry
11-08-80	1740	Same		Hwy 99N / Milliron Junction City	

A. Victim or Complainant	B. Residence Address	9. Res. Phone	10. Sex	11. Race	12. D.O.B.
Wallis, Lisa Diane	371 Boden St. J.C.	998-8805	F	W	12-21-63

13. Subject of This Report: FATAL ACCIDENT Victim family interviews

14. Total Value of Recovered Prop. (Itemize Below)

15. Details:

Boyfriend/ Glassow, Richard Allen 10-05-59 3707 E. 18th St. #47 695-6699 Vancouver, Wa. (Mother's address)
(Current address: 208 S.E. 100th St. Vancouver, Wa. 892-0333)

IV/ MFJ 691 72 Capri red (Glassow's vehicle)

Father/ Wallis, David A. 03-12-36 371 Boden 998-8805

Mother/ Wallis, Peggy Jean 04-19-42 Same

Empl/ Arby's Roast Beef W 11th station

T/ Smith, Stephen Morgan 09-18-50 412 W. 17th Eug. 344-3882

DETAILS: I met Mr and Mrs Wallis at the scene and unknowingly met Glassow, who had driven them there. I obtained Wallis' phone number and sent him home. I later contacted him there and he advised his daughter-Lisa-was employeed at the new Arby's where she was working the 1100-1700 shift today. He saw her there at 1600 at which time she was still working. To Wallis' knowledge, she had nc alcoholic beverages available to her, nor had she drank any or taken any narcotics. Wallis advised that it was his understanding his daughter was enroute to Junciton City with Glassow in seperate cars when the accident occurred. Wallis gave me Smith's phone number-where Glassow is staying for the weekend-and after I had ascertained that family members

Reporting Officer(s)	Off. I.D. Number	Prec/Div	Relief/Shift	Assn/Dist
C [illegible]	27	Patrol	Swing	64C

Radio Call Times: REC: 1740 ARR: 1745 CLR: 2100

Approved By: [illegible]

would be notified by Wallis, I left.

I contacted Glassow at Smith's residence by phone and he advised the following: Me met Lisa Wallis at Arby;s at 1700. They planned to take her car home and go out for the evening together,"possibly to see 'Coast to Coast'". Glassow had a bottle of "Beer" beer in his car which Lisa took "one or two" sips of. Glassow advised she took no more that that.

The two then drove to Belt Line, and then to Hwy 99N, his vehicle leading. He averaged approx 2½ car-lengths ahead of her car as they drove N.B. in heavy rain.("Because I had my wipers on full-speed") Eventually, Glassow came upon a small P.U. with what he thought was a canopy on the bed. The P.U. was also N.B. and moving slower that Glassow-who st ed his speed was 50 mph-so Glassow checked clearance and passed the P.U., thenslowing to from 40-45 mph waiting for Wallis to pass and catch up.

At that point, Glassow saw a set of oncoming headlights pass him S.B., and looking agin in his rearview mirror to check on Wallis, saw what he thought were the headlights of the P.U. he had just passed flicking from high to low to High to low beam. Glassow then returned his attention to the road and when he again checked his mirror saw that traffic behind him had stopped. He heard no impact. Glassow returned to the scene and approached Wallis' car, which he recognized by the interior carpet and the two stuffed tigers inside. He did not recall seeing Wallis in the car "Although I may h-ve seen her in the back seat."

Glassow returned to his car and radioed for help via channel 9 on his C.B. Getting no responce, he tried all other ch nnels with no effect. A passerby then notified Glassow that help had been summoned so Glassow drove on to Wallis's parents home, notified them, and returned to the scene with them, which is where I originally met them.

Glassow advises he intends to leave town at 0800 monday to return to Vancouver where he is due to work swing shift at Vancouver Memorial Hospital. He intends to make a stop on the way N. at one Chriss Collette's residence-the SEEBO ARROW RANCH in Coburg before comtinueing on.

Glassow advised Wallis only had her car for about two weeks, and had just gotten her driver's license.

VHCL

R.I.D.E.

A. Case Number: 80-11877

B. Classification:

C. Accompanying Reports: SPECIAL ☐ CUSTODY ☐ CRIME ☐

VEHICLE REPORT

Stolen ☐ Unauthorized Use ☐ Recovered ☐ Abandoned ☐ Towed ☒

COMPUTER ENTRY: PERSONS ☐ VEHICLE ☐ CRIME ☐ PROPERTY ☐ BOOKING ☐ Date _____ Opr _____

DISTRIBUTION

1. Reported Date	2. Time	3. Occurred Date	4. Time	5. Location of Occurrence	6. Computer Entry #
11-8-80	1739	11-8-80 SAT	1739	HWY 99 / MILLICOM, JUNCTION CITY	

7. Regis. Owner Last Name	First	Middle	8. Res. Address	9. Res. Phone	10. Sex	11. Race	12. D.O.B.
WALLACE	LISA	DIANE	371 BODEN ST, JUNCTION CITY		F	W	12-21-63
13. Rentd. By			14. Res. Address	15. Res. Phone	16. Sex	17. Race	18. D.O.B.
DEPUTY POLING #175			LCSO				

19. License Number	20. License State	21. License Year	22. License Type	23. Vin
BPZ 134	ORE	81	PASSENGER	KE30615659

24. Vehicle Year	25. Make	26. Model	27. Body Style	28. Color(s)
79	TOYOTA	COROLLA	2H	SILVER

29. Type Premises: OPEN ROADWAY

30. STOLEN VEHICLE INFO: DELINQUENT IN PAYMENTS YES ☐ NO ☐

31. THEFT INSURANCE: YES ☐ NO ☐

32. ANYONE GIVEN PERMISSION TO USE: YES ☐ NO ☐

33. Stolen/Reported Condition ☒ Recovered Inventory ☐

	Yes	No
DRIVEABLE	☐	☒
KEYS IN	☒	☐
IGNITION LOCKED	☐	☒
VEHICLE LOCKED	☐	☒
RADIO	☒	☐
TAPE DECK	☐	☐
SEATS		
BUCKET	☒ FRONT	
BENCH	☒ REAR	

WHEELS	
STANDARD	☒
CUSTOM	☐
ENGINE	
STANDARD	☒
HIGH PERFORMANCE	☐
TRANSMISSION	
STANDARD	☒
AUTOMATIC	☐

	Yes	No	
WEAPONS IN AUTO	☐	☒	
VALUABLES IN AUTO	☒	☐	MISCELLENOUS CLOTHING
BODY DAMAGE	☒	☐	MAJOR FRONT END FROM T/C

STOLEN VALUE _____

RECOVERED VALUE _____

TOWED

34. HOLD YES ☐ NO ☒ Reason Held

35. UNIT & PERSON NOTIFIED:

36. Date Time By

37. PRIVATE REQ. ☐ DEPT. REQ. ☐ By: DEPUTY POLING Citation No. Charge:

38. Towed By: T+M TOW

39. Location Where Towed: THEIR LOT

40. Released To:

41. Details: (Obtain Signature of Person Reporting a Stolen Auto on Reverse Side)

VEHICLE INVOLVED IN TRIPLE FATAL TRAFFIC COLLISION. VEHICLE SUSTAINED MAJOR FRONT END DAMAGE AND WAS TOWED TO CLEAR ROADWAY

Reporting Officer(s)	Off. I.D. Number	Prec/Div	Relief/Shift	Assn/Dist
G. Poling	175	TRAFFIC	SWING	

Radio Call Times: REC: 1739 ARR: 1817 CLR: 2005

Approved By: D.R.A.

PAGE: 1 OF 1 Pages

VHCL

VEHICLE REPORT

A. Case Number: 80-11877

B. Classification:

C. Accompanying Reports: SPECIAL ☐ CRIME ☐ CUSTODY ☐

Stolen ☐ Unauthorized Use ☐ Recovered ☐ Abandoned ☐ Towed ☒

COMPUTER ENTRY: PERSONS ☐ VEHICLE ☐ CRIME ☐ PROPERTY ☐ BOOKING ☐ Date ____ Opr ____

DISTRIBUTION

1. Reported Date	2. Time	3. Occurred Date	4. Time	5. Location of Occurrence	6. Computer Entry #
11-8-80	1739	11-8-80/SAT	1739	HWY 99/MILLIRON, JUNCTION CITY	

7. Regis. Owner Last Name	First	Middle	8. Res. Address	9. Res. Phone	10. Sex	11. Race	12. D.O.B.
YOAKAM	WILLIAM	BO.	781 E. 14TH ST, COQUILLE		M	W	11-20-61
13. Reptd. By			14. Res. Address	15. Res. Phone	16. Sex	17. Race	18. D.O.B.
DEPUTY POLING #175			LCSO				

19. License Number	20. License State	21. License Year	22. License Type	23. Vin
HFN 874	ORE	82	PASSENGER	HIS3087604

24. Vehicle Year	25. Make	26. Model	27. Body Style	28. Color(s)
72	DATSUN	260Z	2H	BLUE/WHITE

29. Type Premises: OPEN ROADWAY

30. STOLEN VEHICLE INFO: DELINQUENT IN PAYMENTS YES ☐ NO ☐

31. THEFT INSURANCE: YES ☐ NO ☐

32. ANYONE GIVEN PERMISSION TO USE: YES ☐ NO ☐

33. Stolen/Reported Condition ☒ Recovered Inventory ☐

	Yes	No
DRIVEABLE	☐	☒
KEYS IN	☒	☐
IGNITION LOCKED	☐	☒
VEHICLE LOCKED	☐	☒
RADIO	☒	☐
TAPE DECK	☐	☐
SEATS		
BUCKET	☒	
BENCH	☐	

WHEELS: STANDARD ☐ CUSTOM ☒

ENGINE: STANDARD ☒ HIGH PERFORMANCE ☐

TRANSMISSION: STANDARD ☒ 4SPD AUTOMATIC ☐

WEAPONS IN AUTO: Yes ☐ No ☒

VALUABLES IN AUTO: ☒ MISCELLENEOUS CLOTHING

BODY DAMAGE: ☒ MAJOR FRONTEND FROM TC

STOLEN VALUE:

RECOVERED VALUE:

TOWED

34. HOLD YES ☐ NO ☒ Reason Held

35. UNIT & PERSON NOTIFIED:

36. Date Time By

37. PRIVATE REQ. ☐ DEPT. REQ. ☐ By: DEPUTY POLING Citation No. Charge:

38. Towed By: T+M TOW

39. Location Where Towed: THEIR LOT

40. Released To:

41. Details: (Obtain Signature of Person Reporting a Stolen Auto on Reverse Side)

VEHICLE INVOLVED IN TRIPLE FATAL TRAFFIC COLLISION, VEHICLE TOWED TO CLEAR ROADWAY. VEHICLE SUSTAINED MAJOR FRONT END DAMAGE

Reporting Officer(s)	Off. I.D. Number	Prec/Div	Relief/Shift	Assn/Dist
[signature]	175	TRAFFIC	SWING S	

Radio Call Times: REC: 1739 ARR: 1817 CLR: 2005 Approved By: [signature]

LOCATION DATE TIME

48	49	50	1	2	3	4	55	56	57	58	59	60	1	2	3	4	65	6	7	8	9	70

80-11877

1739 recd
1800 Enroute
2005 cleared 1817 1947

LOCATION DATE TIME

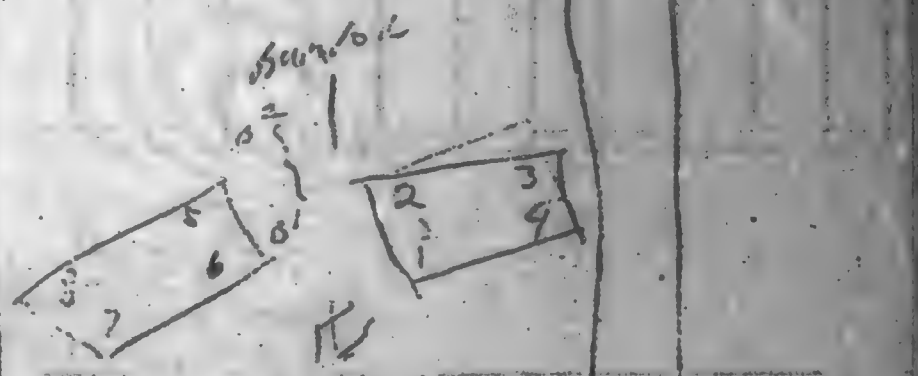
48	9	50	1	2	3	4	55	6	7	8	9	60	1	2	3	4	65	6	7	8	9	70

LOCATION DATE TIME

48	9	50	1	2	3	4	55	6	7	8	9	60	1	2	3	4	65	6	7	8	9	70

DL. FISHER ME
(7345CFT)

1	[illegible]	[illegible]	4½ W
2	[illegible]	[illegible]	[illegible]
3	[illegible]	[illegible]	[illegible]
4	[illegible]	[illegible]	[illegible]
5	[illegible]	[illegible]	[illegible]
6	[illegible]	[illegible]	[illegible]
7	[illegible]	[illegible]	[illegible]
8	[illegible]	[illegible]	[illegible]
9	[illegible]	[illegible]	[illegible]



[illegible]

ALLEN SCHOOL CUTES 10-

OREGON STATE HWY. DEPT. EUGENE, OREGON

RECEIVED

NOV 17 1980

NOTED

RES	ASST	INSP	INSP	D.M.	FILES

9061

TRA

DATE: December 3, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Design Review Team on Traffic Safety
in Highway and Street Work Zones

Copy
#9037
ORG 10
PRO 6

For this year's review we selected two projects: One interstate and one primary which were inspected on November 25, 1980.

Martin Creek-Comstock Section
Pacific Highway
Lane and Douglas Counties

Junction City-Airport Road Section
Pacific Highway West
Lane County

Field personnel were contacted at the sites and commented that both the traffic control plans were well thought out and a drive through the two areas bore this out. Both resident engineers made minor revisions to the plans to better fit the traffic staging.

There have been three fatalities in one accident on the primary highway and one fatality and a truck pile up on the interstate job. None of these could be attributed to any fault in the traffic plan.

Both projects operate well and confirm our design practices for temporary protection and direction of traffic.

DNS:GNH:ab:mk jh
bc: C. T. Keasey
George Hopkins

10

ROAD DESIGN SECTION

April 1, 1980

Billie Jones
Roadside Engineer
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Alternate Single Sign Supports
Junction City-Airport Rd. Sec.
Pacific Highway West
Lane County
Contract No. 9061

Relative to your telephone conversation with Bill Beard of this office about the void note on Dr. Drwg. No. 28255, we have calculated new supports based on Dr. Drwg. No. 31104 and submit them for your use.

We also include a comparison of quantities for the contracted and alternate supports. This comparison indicates a contracted estimate of 3.2 cu. yds. of concrete opposed to 4.3 cu. yds. and 1990 lbs. of steel as opposed to 1780 lbs. It appears to be pretty much of a trade-off.

WJB/db
Attachments
cc: C. T. Keasey
Alfred Shirley, Jr.
W. C. Beard

Versteeg ✓
Anderson
Christenson
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 1 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

NOTED
W. S. COULTER

Start of highway work provokes anger in

By MIKE THOELE
Of the Register-Guard

JUNCTION CITY — The $5.2 million widening of Highway 99 to four lanes began here Tuesday as bulldozers punched a detour lane around a bridge at First Avenue.

The start of the project provoked a quick and angry response Tuesday night when Junction City Council members again vented their opinion that state highway officials are ignoring the problems the completed road will create.

When the project is completed, city officials contend, the two northbound lanes will dump even more traffic into the community than one lane does now.

The four-lane widening will end at the south edge of town, but the city's concern is with the "Y" intersection formed by Highways 99E and 99W at the north edge of the city. Major commercial development, including a new Safeway supermarket, is pending on both sides of the intersection.

The council has requested an overhaul of the unconventional intersection, including the installing of traffic signals. The city originally had been promised that it would be allowed to participate in a state study of the intersection problem.

However, the State Department of Transportation has now informed the city, in a brief letters two weeks ago, that revamping the intersection and installing signals is "not warranted."

Tuesday night, City Planner George Lewis angrily told the council that the city had been finessed out of participating in the decision process. And he said that the "detailed study" the state promised was nothing more than a report on the speed of vehicles moving through the intersection. No information was developed on traffic counts, routes and traffic destinations and none on the present condition of the intersection, he said.

"At a time when state agencies are dictating to cities and counties that you shall consider citizen involvement in government's decisions," Lewis said, "it is totally unsatisfactory for the Oregon Department of Transportation to ignore our requests."

Council members were equally an-

gered. "I can't believe that could look at that intersection up with those conclusions," Co Bob Fountain declared.

Over the past few years, lane configuration has been north from Eugene to Airport R completion of the final four-lan tween Eugene and Junction which Wildish Construction C gene is general contractor, is t away .

With each highway impr Junction City officials say, the seen a corresponding increase moving through the city. The quently expressed the fear that pletion of the final four-lane create traffic chaos at the "Y" tion.

Start of highway work provokes anger in Junction City

By MIKE THOELE
Of the Register-Guard

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The start of the project provoked a quick and angry response Tuesday night when Junction City Council members again vented their opinion that state highway officials are ignoring the problems the completed road will create.

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"At a time when state agencies are dictating to cities and counties that you shall consider citizen involvement in government's decisions," Lewis said, "it is totally unsatisfactory for the Oregon Department of Transportation to ignore our requests."

Council members were equally angered. "I can't believe that anybody could look at that intersection and come up with those conclusions," Councilman Bob Fountain declared.

Over the past few years, the four-lane configuration has been pushed north from Eugene to Airport Road. The completion of the final four-lane link between Eugene and Junction City, on which Wildish Construction Co. of Eugene is general contractor, is two years away.

With each highway improvement, Junction City officials say, the city has seen a corresponding increase in traffic moving through the city. They've frequently expressed the fear that the completion of the final four-lane link will create traffic chaos at the "Y" intersection.

At one point Tuesday night, council members agreed to dispatch angry letters to all members of the State Highway Commission, Governor Vic Atiyeh and top administrators in the Department of Transportation.

But State Rep. Larry Campbell, attending the council meeting as an observer, convinced them to wait a few days before taking that step. In the meantime, he said, he and Lewis will make personal contact with some members of the commission in an attempt to get highway officials to schedule a Junction City hearing on the intersection.

"If we could get the State Highway Division to hold a hearing without punching them in the nose, it might be to our benefit," Campbell counseled.

9061

ROW 18

November 29, 1979

Jack Cartwright
Utility Unit

C. W. Head
Commission Services

As requested, attached are three copies of an agreement to cancel a formal agreement with the Junction City Water Control District dated June 30, 1975, to deepen a Channel F on the Junction City-Airport Road Section of the Pacific Highway West in Lane County.

It is my understanding that you will transmit the copies to the District for signature and return a fully executed copy to this office for the Transportation Commission's files.

1-11-80
Gen files has agreement

flm
Attn.

STATE OF OREGON

INTEROFFICE MEMO

Railroad & Utilities DEPT

378-6511 TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: November 14, 1979

FROM: Jack M. Cartwright
Utility Engineer

SUBJECT: Junction City Water Control District-State Agreement
Junction City-Airport Road Section
Pacific Highway West
Lane County

B U I L D I N G

Here are three copies of a letter agreement to cancel a formal agreement ~~entered into between~~ Junction City Water Control District ~~and the State of Oregon, by and through its Department of Transportation, Highway Division, approved by the Department of Transportation~~ on June 30, 1975. The original agreement proveded for the State to deepen a Channel F belonging to the District's Amason-Flat Creek Project where it crosses Pacific Highway West at Station 83+20. The original agreement further provided that the District, in consideration of the State deepening Channel F, would reimburse the State the cost of additional rip rap required for the deepened Channel.

The project was not let in 1975 as planned. In the interim, the District accomplished the deepening of Channel F. The circumstances that necessitated the original agreement between the District and the State have been altered, therefore, it is our intent that the agreement be nulified.

(Utility Unit)

Your approval of the attached letter form agreement is requested. Please return all three copies of the agreement for submission to the Junction City Water Control District.

JMC:mm

Attachments Copy of original Agreement attached!

For weekly —
Call Jack Cartwright
when approved & signed

9061

1

HIGHWAY DIVISION - ODOT 378-6516

November 19, 1979

FILE

H. S. Coulter
State Highway Engineer

Oct. City - Airport Rd.

Footpaths and Bicycle Trails
November 15, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened November 15 on the following puojects:

1. Long Butte Rock Production
   The Dalles-California Highway, Deschutes County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Seneca Rock Production
   John Day-Burns Highway, Grant County
   Aggregate Crushing

   Same as No. 1.

3. Basque Rock Production
   I.O.N. Highway, Malheur
   Aggregate Crushing

   Same as No. 1.

4. Antelope Rock Production
   Shaniko-Fossil Highway, Wasco County
   Aggregate Crushing

   Same as No. 1.

5. Fossil Rock Production
   Shaniko-Fossil Highway, Wheeler County
   Aggregate Crushing

   Same as No. 1.

6. Spray Rock Production
   Kinberly-Long Creek Highway, Wheeler & Grant Counties
   Aggregate Crushing

   Same as No. 1.

7. S.E. 82nd Drive at Oakfield Road (Gladstone)
Clackamas County
Traffic Signals

Same as No. 1.

8. Spring Creek Hill
The Dalles-California Highway, Klamath County
Grading and Overlay
Fallout area construction

Same as No. 1.

9. Zigzag River-Ski Bowl Frontage Road
Mt. Hood Highway, Clackamas County
Grading and Paving

Four to ten-foot shoulders provided four-foot shoulders to be striped and signed as a Narrow Bikeway and remaining shoulders to be striped and signed as a standard Class III Bikeway.

10. Bunker Hill-Davis Slough
Oregon Coast Highway, Coos County
Coquille-Glen Aiken Creek
Coos Bay-Roseburg Highway, Coos County
Paving
Overlay

Same as No. 1.

11. Little Butte Creek Bridge
Crater Lake Highway, Jackson County
Structure

Structure and approaches. Six-foot Class III Bikeways to be provided.

12. Ironside-Brogan Hill
John Day Highway, Malheur County
Paving

Overlay and widening. Twelve-foot lanes with four-foot shoulders provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

13. N. Tigard Interchange-S.W. Beef Bend Road
Pacific Highway West, Multnomah and Washington Counties
Traffic Signals

Curb cuts being constructed throughout the project to accommodate bicycle and pedestrian traffic.

14. Maupin-Sherman Highway Junction
The Dalles-California Highway, Wasco County
Paving
Overlay, two to four-foot shoulders provided

Same as No. 1.

15. Junction City-Airport Road
Pacific Highway West, Lane County
Grading and Paving

Six to ten-foot shoulder on multiple lane highway provided; will be designated at a later date as bike lanes when a connector can be made. Eight-inch "fog" lines now.

16. Project set back to later letting date

17. N.E. Columbia Blvd.-N.E. Weidler Street (Unit 1)
Pacific Highway East, Multnomah County
Grading, Paving and Signals

Existing sidewalks, where removed, to be replaced in kind. Curb ramps to be installed to accommodate bicycle and pedestrian traffic.

18. Airport Way Interchange
East Portland Freeway, Multnomah County
Grading and Structures
Class I Bikeway to be constructed on this project.

DPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9061 10-24-1

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-3(9)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 00002

COUNTY NAME: Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 24 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10-26 OHQ

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10-24-79	10-24-79	Primary 3	Primary 1W

GENERAL LOCATION:

Junction City - Airport Road Section

GENERAL DESCRIPTION OF WORK:

Grade, Drain, H T Pave, Structures and Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

Perm. & Temp. Striping (SF)	$9,500.
Remove P&T Striping (SF)	2,000.
Temp. Erosion Control	5,000.
Railroad Protective Services	6,600.
On the Job Training	4,800

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's October 18, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $6,462,352 - Federal Funds $5,696,563.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-24-79	G K Hansen	for Division Administrator

FORM PR-1240 (REV. 3-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-811

9061

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DATE: October 19, 1979

TO: Alfred Shirley
Region III Engineer

FROM: W. E. Cole
Design Engineer Supervisor

Subject: Junction City-Airport Road Section
Pacific Highway West
Lane County
Re: Guardrail at Bridge Ends

The three bridges on the subject project, Station 26+50, Station 83+00 and Station 321+00 will require twenty-five feet of Type 3 guardrail as a transition between Type 2A guardrail and the bridge railing on all four corners of the bridges.

This revision is required because the guardrail on the bridges has been designed to satisfy H-20 loading AASHTO requirements. The rail on the structures utilizes steel posts, double thickness (2) rail, 12 gauge guardrail members and a channel rail member.

Please make these revisions during construction as we were unable to include them into the contract plans.

WEC:ja

cc Jack Sullivan
Bob Whitby

81-125-1267

9061

1-W

Form FHWA-121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-3(9)
Junction City-Airport Road Section
Pacific Highway West
Mandatory Borrow Source

Date: October 18, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

I approve your proposal to use the mandatory source described in Mr. Versteeg's September 26, 1979, letter.

G. K. Green
for G. L. Green

cc:
OSHD (J H Versteeg)

REFERRED TO
Beard, Stoudenmayer, Colyer, Sample, Eriksen, Watson, Hager, Dorn, Leu
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

RECEIVED
STATE HWY ENGR
OCT 19'79
REFER TO Versteeg
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Versteeg, Anderson, Christensen, Olson, Sullivan, Tegnin, Trout, Wakerlig

RECEIVED
OCT 22 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

9061

I-W

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/17/79
Donald L Rant

11-15-79 Bid Letting _____ All Clear Deadline

SECTION Junction City-Airport Rd.
Highway Pacific Highway West
County Lane Region 3
Type of Work G-P-Strs-Lt Turn-Sn Funds FA
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X				X	
Project Assessment	X					
Write-off Letter	X					
PERMITS:						
Division of State Lands		X	X	X	X	
D.O.G.M.I.		X			X	Permit applied for
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage						
NOISE:						
Noise Study		X			X	

9061

1-W

MEMO TO FILES

15 October 1979

Junction City/Airport Road Project
Lane County

At the request of Wilfred Cole, Design Group Engineer, I contacted Lane County Zoning and Subdivision Section and discussed the use of Tax Lot 400 (± 10 acre parcel) as a borrow source for the Junction City/Airport Road Section of [redacted].

Mr. Vern Delk assured me that the information contained in their letter to Douglas W. Greene Resident Engineer, OSHD, of March 15, 1978 was still accurate and timely.

The so-called "grandfather" right of use does not require any additional permit approval.

Ellis H. Jones
Resident Engineer

EHJ/fs

cc: J. Gix, Region 3, w/enclosures
D.O. Christensen, Final Design Engineer, w/enclosures

REFERRED TO
Beard, Stoudenmeyer, Cole, Sample, Eriksen, Watson, Heger, Dorn, Lou
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Versteeg, Anderson, Christensen, Olson, Sullivan, Terpin, Trout, Wakerlig
RECEIVED
OCT 18 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

9061

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RAILROAD COMPANIES
FILE No. RR-992

October 12, 1979

Mr. R. P. Stafford
Real Estate Representative
Burlington Northern, Inc.
Property Management Department
Lobby 2, 810 Third Avenue
Seattle, WA 98104

Permit of Entry
Junction City-Airport Road Section
Pacific Highway West
Lane County
R/W File No. 48459
ODOT Agreement No. RR-992

Dear Dick:

Attached is Burlington Northern's copy of the fully executed Permit of Entry relating to the subject project.

Thanks, Dick, for your help in this project. I always enjoy working with you.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:mm

Enclosure

cc: R. A. Osborne - Burlington Northern

bc: G. L. Green w/att.
J. L. Sollis
J. B. Boyd w/att.
C. T. Keasey
C. W. Head w/original ✓
D. E. Swan w/att.
Alfred Shirley w/att.

10-12-79

NOTED
C. W. HEAD

Noted in
Agreement Book

9061

Mailed 10-10-79

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 9, 1979

Mr. Melvin S. Cummings
Lands Supervisor
P.O. Box 3503
Portland, OR 97208

Dear Mel:

Re: Proposed Borrow Area
Junction City-Airport Road Sec.
Pacific Highway West
Lane County

Thank you for your review and comments on the above proposed borrow area.

The slopes on the sides of the pit are to be 3:1 (3 foot horizontal to 1 foot vertical.) The drawing on the plans is out of proportion.

Very truly yours,
J. H. Versteeg

ORIGINAL SIGNED BY
DONALD L. TROUT

By
Donald L. Trout
Final Project Development Coordinator

DLT:cj

Form 81-734-3122

VICTOR ATIYEH
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, P.O. BOX 3503, PORTLAND, OREGON 97208

October 5, 1979

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
OCT 09 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

J. H. Versteeg
Road Design Engineer
Dept. of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Versteeg:

Re: Proposed Borrow Area
Junction City-Airport Road
Pacific Highway West
Lane County

Thanks for sending these plans for our review.

The shape and depth of the ponds are very satisfactory and should make an excellent fishing pond.

On our own ponds and others the Highway Division has constructed for us the bank slope (3:1) has been 3 ft. of horizontal slope to 1 foot of vertical slope. The bank cross section on Sheet No. 2B2 (section A-A) appears to be much steeper than this. If this is only a sketch and the slope will actually be 3 to 1, this is fine. If it is planned as drawn we would prefer (for safety reasons, and for better fish habitat) to have the 3 to 1 slope mentioned above.

We are looking forward to developing the recreational fishing in this pond when the project is complete.

Very truly yours,

Mel Cummings

Melvin S. Cummings
Lands Supervisor

cc J. Donaldson

dg

9061

1-W

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: D. O. Christensen
Final Design Engineer
ATTN: Lyle Watson

DATE: October 9, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Junction City-Airport Road Section
Pacific Highway West
Lane County

The sign study plans for the above-named project have been revised due to the length of time from their preparation to the scheduled contract date.

The contract sign plans should conform to the revised study plans.

L. E. George
Traffic Engineer

ELS:ds
Attachments

cc: Alfred Shirley, Jr. w/attachment
F. T. Lacey

REFERRED TO
2 Beard Stoudenmeyer
Cole Sample
Eriksen Watson
Hagge Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
1p/an kept by Beard

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 10 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

N

Junction City

SPEED 25

Reinstall from Sta 23+00L

SPEED 40

SPEED ZONE AHEAD

STOP

STOP

STOP

SPEED 40

"SPEED 55"

CHANGE TRANSITION SIGN

CENTER LANE ONLY

SOUTH 99

12'0"

← Junction City 1 8-6

Eugene 13 → 8-6

99 24x24

7'0"

Prairie Rd. 8-6

7'4"

Prairie Rd NEXT LEFT 8-6 6

CENTER LANE ONLY

NORTH 99

SPEED 25

STOP

STOP

STOP AHEAD

7'-6"

36 Cheshire Florence JCT. ½ MILE 8-6 10½-8 10½-8 9-6

7'0"

Prairie Rd NEXT LEFT 8-6 6

YIELD

10'6"

Cheshire 4 Florence 66

36

CENTER LANE ONLY

SIGNALIZED INTERSECTION

9'6"
ENTERING Junction City
6"
STOP
STOP
STOP
HATTON LN
2 Reg'd
CENTER LANE ONLY
CENTER LANE ONLY
SOUTH 99
10'0"
Cheshire 4
Florence 66
36
12'0"
Prairie Rd.
Junction City 2
Eugene 12
99
7'-6"
Cheshire
Florence
NEXT LEFT
CENTER LANE ONLY
7'-6"
36
Cheshire
Florence
JCT ½ MILE
5'-6"
PRAIRIE RD
STOP
SOUTH 99
7'0"
Prairie Rd
NEXT LEFT
YIELD
"STOP"
DO NOT ENTER
MAPLETON - JUNCTION CITY HWY
STOP
SOUTH 99
SPEED 55
12'0"
Florence 66
Eugene 12
Junction City 2
36
99
CENTER LANE ONLY
8'6"
Eugene 12
Roseburg 82
10'0"
Cheshire 4
Florence 66
36
36 NOTE ALL GUIDE SIGNING ON THE MAPLETON - JUNCTION CITY HWY. TO REMAIN IN PLACE
SPEED 55
CENTER LANE ONLY

Sheet 1 of 3

SIGNING PROJECT

JUNCTION CITY - AIRPORT RD. SECTION
PACIFIC HWY. WEST
LANE COUNTY
Mile Post

Action	Date	Signature	Title
Submitted			Traffic Control Engr.
Approved	1-30-75		Sign Engineer
"	2/4/75		Traffic Engineer
"	2/10/75		Asst. Hwy. Engr.
Accepted	3/4/75		USBPR

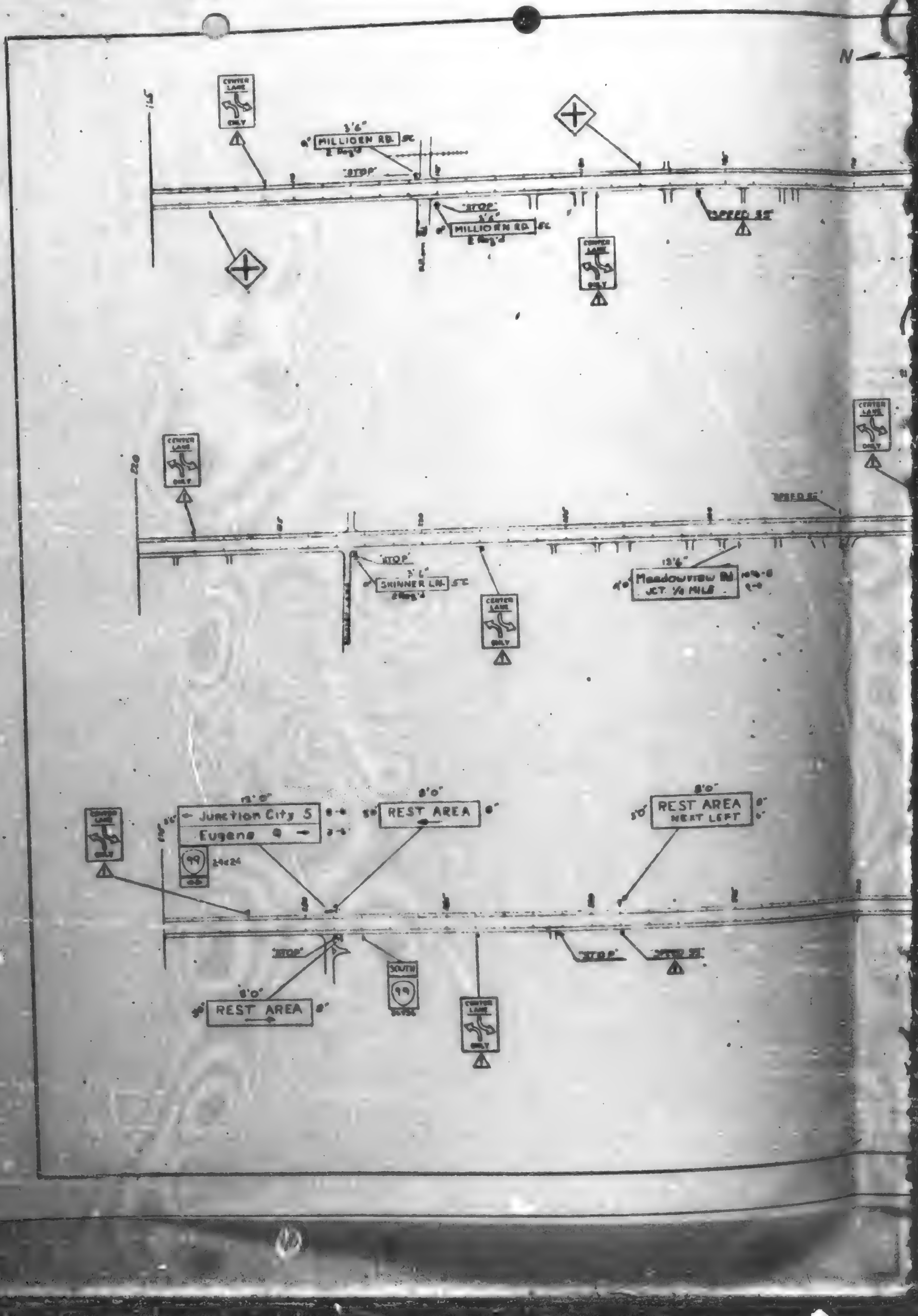
Al Driver
COUNTY APPROVAL
2 / 10 / 75
DATE

Thayer Dickey
CITY APPROVAL
2 / 21 / 75
DATE

⚠ DELETED, ADDED OR REVISED 10/79

Rev 2/6/75

T.E.S. Drwg No. S-595


N
CENTER LANE ONLY
MILLIOREN RD.
"STOP"
SPEED 55
SKINNER LN.
Meadowview Rd
JCT. 1/2 MILE
Junction City 5
Eugene
99
REST AREA
REST AREA
NEXT LEFT
SOUTH

N

CENTER LANE ONLY

CENTER LANE ONLY

CENTER LANE ONLY

10'6" Meadowview Rd. 8-6

STOP

NORTH 99

12'0" ← Junction City 5 8-6
Eugene 9 → 8-6
99 24x36

12'6" Meadowview Rd. JCT ¼ MILE 10½-8 9-6

STOP

12'0" ← Eugene 9 8-6
Junction City 5 → 8-6
99 24x36

10'6" Meadowview Rd 8-6

8'0" REST AREA ½ MILE 8 9-6

CENTER LANE ONLY

"SPEED 55"

8'0" REST AREA ⅜ MILE 8 9-6

12'0" Eugene Airport JCT ¼ MILE 10½-8 9-6

CENTER LANE ONLY

CENTER LANE ONLY

⚠ DELETED, ADDED OR REVISED 10/79

Al Driver
COUNTY APPROVAL
2 /01/ 75
DATE

Thayer Dickey
CITY APPROVAL
2 /01/ 75
DATE

Sheet 2 of 3

SIGNING PROJECT

JUNCTION CITY - AIRPORT RD. SECTION
PACIFIC HWY. WEST
LANE COUNTY

Action	Date	Signature	Title
Submitted	1-24-75		Traffic Control Engr
Approved	1-30-75		Sec. Engineer
"			Traffic Engineer
"			Asst. Hwy. Engr.
Accepted			U.S.B.P.R.

T.E.S. Dwg No. S-506

N

8-6

12'-0"
Junction City 6
Eugene 8
99 24x24

4'-6"
BOND RD.
AWBREY LN.

"DO NOT ENTER"
"YIELD"
"STOP"
CENTER LANE ONLY
NORTH 99

12'-6"
Aubrey Ln.
Bond Rd.
Eugene Airport

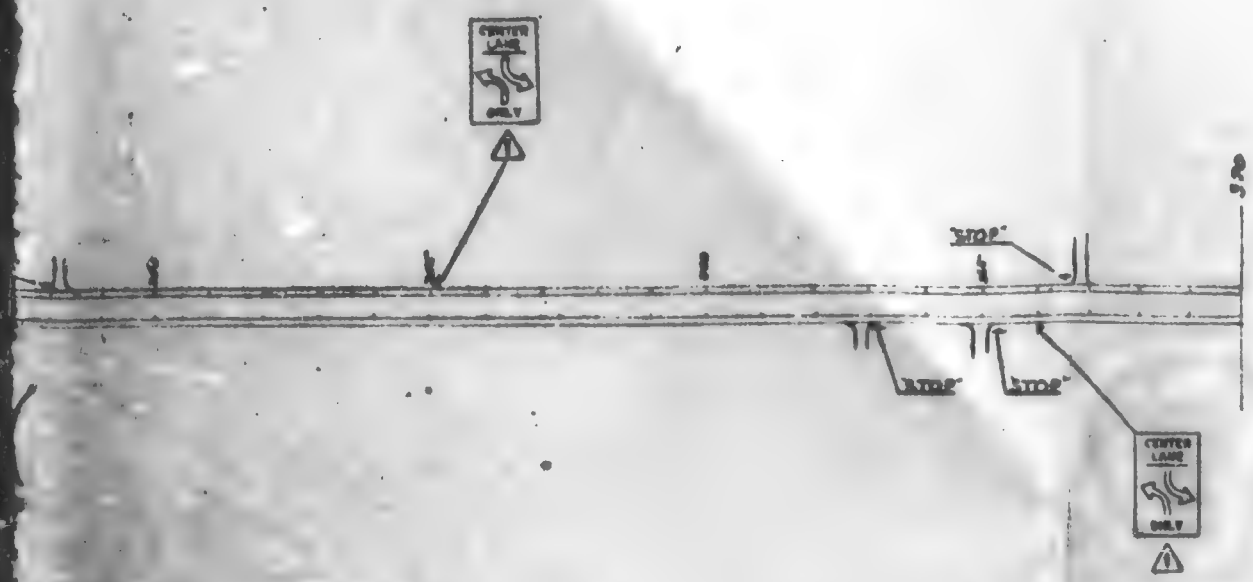
"YIELD"
"DO NOT ENTER"
STOP

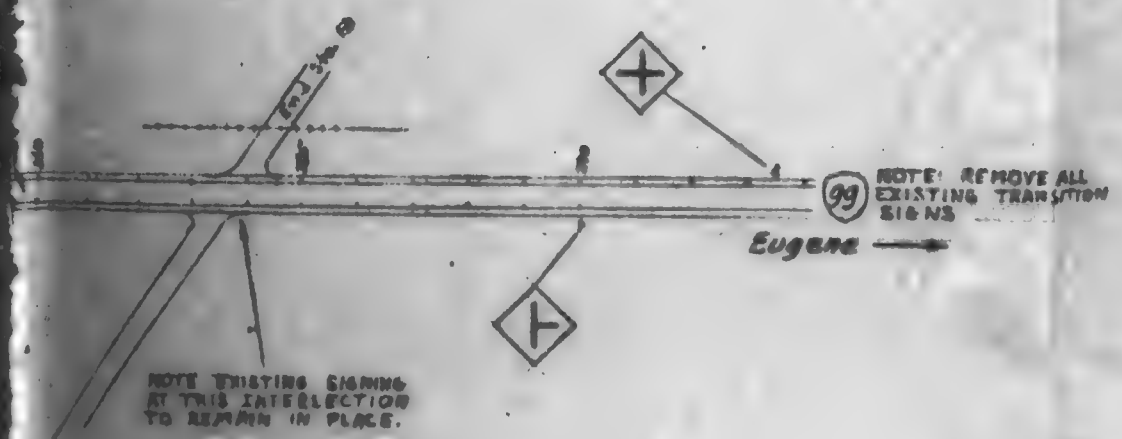
12'-0"
Eugene 8
Junction City 6
99 24x24

CENTER LANE ONLY

NOTE EXISTING SIGN
AT THIS INTERSECTI
TO REMAIN IN PLA

DEL





Sheet 3 of 3

SIGNING PROJECT

JUNCTION CITY - AIRPORT RD. SECTION
PACIFIC HWY. WEST
LANE COUNTY
Mile Post

Action	Date	Signature	Title
Submitted	1-24-75		Traffic Control Engr.
Approved	1-30-75		Sign Engineer
"	3-4-75		Traffic Engineer
"	3/12/75		Asst. Hwy. Engr.
Accepted	3/14/75		FHWA/BPR

Al Driver
COUNTY APPROVAL
2 1/31 75
DATE

Thayer Dickey
CITY APPROVAL
2 2/1 75
DATE

⚠ DELETED, ADDED OR REVISED 10/79

T.E.S. Drw'g. No. 397

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-262(11)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-22

COUNTY NAME: Lane

PROGRAM STAGE (Check) 1. ☐ 2. ☐

RECEIVED
STATE HWY ENGR
OCT 16 '79

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

REFER TO
10-16 orig Moehring

FOR

Info	Invest	B/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6-13-75	Primary 3	Primary 1W

GENERAL LOCATION:

Junction City - Enid Station Road Section

GENERAL DESCRIPTION OF WORK:

PS&E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 1, 1979 PS&E preparation is authorized effective June 13, 1975 which is the date of location/design approval. Final Negative was approved June 12, 1975. No additional obligation of funds are required.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-9-79	G. K. Hoosmer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-618

9061

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 26, 1979

In Reply Refer to
File No.:

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97310

Dear Mr. Green:

Re: Junction City-Airport Road Sec.
Pacific Highway West
Lane County
(Mandatory Borrow Source)

The subject project will require approximately 140,000 cubic yards of embankment material.

The proposed source is state-owned, located adjacent to the highway and was used for material when the existing highway was constructed. It is proposed to make the use of this source mandatory. We consider it to be in the public interest to do so for the following reasons:

1.) The source is located approximately in the middle of the project. A consequent reduction of energy consumed in hauling will result.

2.) The development of the site can be better controlled than if a contractor-selected source was allowed.

3.) It utilizes a state-owned site by expanding an already existing pond to which the Fish and Wildlife Commission may provide aquatic life, and prevents opening another source with its attendant impacts on the environment.

We seek your approval of our proposal to make the use of this source mandatory.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

RECEIVED TECHNICAL SERVICES
SEP 27'79
REFER TO
FOR
Info
Invest
R/D
O/R
Sign
Act
File

WEC:cj
cc: Alfred Shirley
E. S. Hunter
J. Sullivan
W. E. Cole

Form 734-3122

9061

1-W

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT.

378-6537 TELEPHONE

DATE: September 21, 1979

TO: D. O. Christensen
Final Design Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Plans Review
Junction City-Airport Road Section
Pacific Highway West
Lane County

Based on the latest design at First Avenue which now includes a right-turn lane, south to east, it will be necessary to change out one signal strain pole. The existing signal poles were placed for future road construction that did not include this extra lane.

The existing flashing beacon installation is being handled as a part of the illumination revision.

We are assigning priority to the signal revision plans to expedite them, hopefully to make the presently-scheduled bid opening in November.

L. E. George
Traffic Engineer

WRZ:jrb

cc: J. Sullivan

REFERRED TO
Beard, Broudstmayer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Lou
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Verstoeg, Anderson, Christensen, Olson, Sullivan, Terpin, Trout, Walkerly

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SEP 25 1979
ROAD DESIGN SECTION

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1-W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Eugene, Oregon

Sept. 6, 1979

FROM: D. W. Greene
Resident Engineer

SUBJECT: C.U.P. # 75-88
Junction City-Airport Rd.
Pacific West Highway

TO: J. H. Versteeg
Road Design Engineer

Attn: Bill Cole

Mr. Gix requested that I furnish you with information concerning C.U.P.# 75-88, which was for the removal of sand, gravel, etc for use on the Junction City - Airport Road Section.

Attached is a copy of a letter to the Lane County Planning Commission requesting that the permit be extended for an additional two years.

After receipt of the attached letter, Mr. Delk advised me that the area had been rezoned Exclusive Farm use in April 1977 and this zoning does not permit conditional use permits nor the extension of existing permits.

DWG:wn
attach.
cc: Alfred Shirley, Jr.

REFERRED TO
Board, Cole, Eriksen, Heger, Stoudenmeyer, Semple, Watson, Lau, Dorn
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

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ROAD DESIGN SECTION

1 Versteeg
Anderson
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Sullivan
Turpin
3 Trout COPY
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October 27, 1977

1849½ Garden Ave.
Eugene, Oregon 97403

Lane County Planning Division
135 East 6th St.
Eugene, Oregon 97401

Oregon State Highway Division
C. U. P. # 75 - 88
Junction City - Enid Station
Pacific West Highway

Vern Dalk

Dear Sir:

Reference is made to our telephone conversation of October 24, 1977 concerning request for an extension of the subject Conditional Use Permit. You advised me at that time submittal of supporting data was not necessary as you had on file the information furnished at the original hearings. This permit expires December 31, 1977 and we are requesting the permit be extended for two years, with all of the conditions and rehabilitation requirements of the original permit.

The permit was for the removal of sand, gravel and rock products and operate a crushing and asphalt plant over a two year period in a FF-20 zone. The processed material is to be used to reconstruct the Pacific West Highway to four lanes with continous left turn refuge from Junction City to the northerly end of that section North of Eugene which was previously constructed to the above mentioned design. The materials for the fills will be removed from the parcel indicated on the attached map as Agt-5 for which a conditional use permit is not required as the area was used as a borrow source prior to 1958. I feel that due to our so called "granddaddy" right in the existing pit this C.U.P. is not for a new operation but an extension or addition to an existing operation.

Oregon State Highway Division
C. U. P. # 75 - 88
Junction City - Enid Station
Pacific West Highway

If any additional information or data is required please advise me by telephone 686-7610 or my address is 1849½ Garden Ave., Eugene, Or. 97403.

Yours truly

Douglas W. Greene
Resident Engineer

cc:
Alfred Shirley

DG/dc

FORM 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg, Oregon

September 12, 1978

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: E. S. Hunter, Manager
Office of Technical Services

NOTED
E. S. HUNTER

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TECHNICAL SERVICES
APR 16 '79
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Attached is a copy of a memo from John Grassman, Region 3 Planning Representative, who is suggesting that we consider the possibility of acquiring some access rights on the Junction City-Airport Road Section of Pacific Highway West. I would like to pursue this matter a little further with the Right of Way Unit toward determining what the cost may be to eliminate some of these accesses with the thought that this would improve the safety of the highway.

RECEIVED
APR 16 1979
TRAFFIC ENGINEERING

as/cw
Attach.

4/13/79
E.S. Hunter. — Have reviewed this in the field. I believe the zoning (primarily Exclusive Farm use) will do the job for us. Am not persuing any further

Bud Shirley

9-12-78

cc: Boyd
Kahl

Run - up to get to make a wonderful attempt with Region people and check whether we can get by the cost before we involve other personnel. If this idea still looks good to you then I would entertain a proposal.

Ed Hunter

M. Boyd

RIGHT OF WAY SECTION
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OREGON

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
September 7, 1978

FROM: JOHN GRASSMAN
Planning Representative

TO: Alfred Shirley, Jr.
Regional Engineer
ROSEBURG

SUBJECT: Access Control
Junction City-Airport Rd. Sec.
Pacific Highway West
Lane County

Many of our older primary highways are plagued with problems created by numerous accesses. As you well know, this has contributed greatly to the need for expensive repairs. Again, as you know, the department is currently involved in an effort to develope and encourage various types of control.

Because of these reasons, I believe serious consideration should be given to the purchase of partial control on the upcoming Junction City-Airport Road Section improvement. Although a good deal of the abutting lands are agricultural, there is a significant amount of zoning which would allow higher density use. Past history indicates that there will be heavy pressure towards more intense development.

The Oregon Electric right-of-way lies along the easterly side of the highway. Consequently, the purchase of access could be confined to the westerly side from the Junction City S.C.L. to the southerly project limits.

Bud, there may be ramifications of this proposal that would include changes in the environmental document or even a new hearing for that matter. However, I wanted to raise the issue so that it is adequately weighed.

JG/cp

9661 IW

Salem, Oregon
October 30, 1978

A. D. Olson
Preliminary Design Engineer

Gary Potter
Environmental Section

Noise Abatement
Junction City-Airport Rd. Sec.
Pacific Highway West
Lane County

The Draft Noise Study Report prepared by the ODOT Environmental Section identifies six noise-impacted sites on the subject project. Two of the sites are, or may be, public use areas. The rest are residences and/or businesses. Barriers were proposed at all six sites.

Barrier number 1 (Fig. 1) would be right of Station 281± to Station 288±, at the Blue Star Memorial Safety Rest Area. It would be a wall 8 feet± in height, approximately 700' long, located near the normal R/W Line approximately 49' right of the center line of the Southbound lanes. Estimated construction cost is $52,000. A berm was investigated at this location but discarded as not practical. It would require a curbed section and still would not reach adequate height without relocating a portion of the roadway within the rest area. A berm would also require drainage revisions and considerable added pipe, etc.

The noise-impacted portion of the rest area, that would be protected by the wall, is not the heavily used portion of the facility. The parking area, toilet building and picnic facilities are located to the rear of the property, outside the impacted area. The impacted portion includes a portion of the pond and a narrow strip of land containing a portion of the access road. This portion of the rest area is not heavily used, the roadway being posted "No Parking" and no user facilities (picnic tables, etc.) provided.

Construction of the wall would obstruct view of the area from the highway, making it more difficult for law enforcement officers to observe activities in the rest area.

Barrier number 2 (Fig. 2) would be a wall 10' high, approximately 600' long, located right of Station 239+50± to Station 245+50±. The wall would be along the R/W Line to minimize danger to vehicles on the highway and provide sight distance for adjacent road approaches. Estimated construction cost is $43,000. It would protect one impacted residence on property that is mainly occupied by an auction building. Access to the impacted property would be blocked, as would access to an adjoining wrecking yard to the South and a residence to the North. Alternate access by frontage road, either directly behind the sound barrier or at the rear of the property, would not appear to be a practical alternate due to cost, circuitous access and loss of visibility to the business properties. Construction of a minimal frontage road immediately behind the barrier would cost $25,000 plus R/W and damages which were not estimated, but would presumably be high.

REFERRED TO
Board, Stoudenmayer,
Culp, Wilson, Sample,
Arbuckle, Watson,
Hagen, Dorn, Lee,
Route, Discuss, Be, File Copy, Due,
BY FINAL DESIGN ENGINEER

Vorstaag,
Christensen,
George,
Olson,
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Sullivan,
Scott,
Anderson,

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Barrier number 3 (Fig. 3) would be a wall 8' to 10' high, approximately 1600' long, right of Station 216± to Station 232±. This wall would also be along the R/W Line and would protect 4 impacted residences at an estimated construction cost of $115,000. It would sever access to these residences and several more, plus severing Skinner Lane, a dead-end road serving 4 to 6 other residences if built as indicated in the Draft Noise Study Report. It would be possible to leave an opening in the wall for Skinner Lane and still provide adequate attenuation. Construction of a frontage road immediately behind the wall would cost $50,000 plus considerable R/W and damages since it would virtually destroy the entire front yard of several residences.

Barrier number 4 (Fig. 4) would be a wall 10' high and 600' long, right of Station 183+70± to Station 189+70±, It would protect one impacted residence. Construction cost would be $47,000. Access to the impacted residence, a business on the same property, and a residence on the adjacent property to the North would be severed.

Construction of a frontage road behind the wall would cost $20,000.plus R/W and damages. Disadvantages mentioned previously would apply to this location also.

Barrier number 5a (Fig. 5) would be 10' high and 600' long, right of Station 141+50± to Station 147+50±. It would protect a potential Wayside Area to be developed on the borrow site used to supply embankment for this project. If constructed as a wall the barrier would cost $50,000. An earth berm would cost approximately $20,000 including extension of two 8'7" x 5'11" Arch Type culverts. The berm would destroy more of the natural vegetation than would be desireable if the area is to be used as a wayside. Either form of barrier would make surveillance of the area more difficult.

The wayside area site layout will be revised to put areas of regular human use to the rear of the site. Noise attenuation by the barrier would be barely perceptable in that area. Planting and paving the access roadway are the only improvements proposed for the foreseeable future.

Barrier number 5b (Fig. 5) would be a 10' high, 300' long Southerly extension of barrier 5a. It would protect one impacted residence. A wall along the R/W Line would be used, with construction cost estimated to be $25,000, and would sever access to the residence. A frontage road behind the wall would cost $7,000 plus R/W and damages.

Barrier number 6 (Fig. 6) would be a 10'high 600' long wall along the R/W Line right of Station 103+80± to Station 109+80±. Construction cost is estimated to be $50,000. It would protect two impacted residences, each of which also has a business on the property. It would sever access to these two residences and businesses plus one non-impacted residence. Serving them by frontage road behind the wall would cost $13,000 plus R/W and damages with the problems of loss of visibility, etc. as mentioned previously.

The cost of walls and access facilities have been estimated, as requested. In all cases where the facilities are to reduce noise to private property, the cost of the necessary rights of way to construct the frontage roads would be high and presumeably would be resisted in most instances.due to the commercial mix of properties.

There would be no apparent impacts to the road design since the walls are set well away from the running lanes.

This would be a Type 13 facility.

A tabulation of the above data is attached.

Attached
Attachment

Form E8bx

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET ..... OF ..... SHEETS

Junction City - Airport Rd. Section
Pacific Highway West
NOISE ABATEMENT ESTIMATES

SP-F04

Barrier	Height	Length	Wall	Berm	other Const. Cost	R/W	Total	Dwelling Units	Comments
1	8'	700'	$52,000	-	-	-	$52,000	0	Rest Area exit road.
2	10'	600'	43,000	-	$25,000	?	$68,000 plus R/W	1	
3	8'-10'	1600'	115,000	-	50,000	?	$165,000 plus R/W	4	
4	10'	600'	47,000	-	20,000	?	$67,000 plus R/W	1	
5a.	10'	600'	50,000	$20,000	-	-	$20,000	0	Minimal use portion of proposed wayside.
5b.	10'	300'	25,000	-	7,000	?	$32,000 plus R/W	1	Extension of 5a.
6	10'	600'	50,000	-	13,000	?	$63,000 plus R/W	2	

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 25, 1978
Salem, OR 97310

FILE:

FROM: Tony
Anthony George, Env. Eng. Coordinator
Environmental Section

SUBJECT: Junction City-Airport Rd. Sec.
Pacific Highway West
Lane County

TO: J. H. Versteeg
Head of Engineering

Attached is our draft noise study report for the above referenced project. As indicated in the report, there are several areas that will be impacted above the FHWA design noise levels. Of these areas, only the Blue Star Memorial Rest Area can receive noise mitigation by construction of barriers without changing existing access. We would appreciate your standard cost and engineering feasibility analysis of this barrier.

At the prospective borrow source and potential wayside, we have identified that noise impacts will occur as currently designed. A mitigating barrier has been identified and we would appreciate costs and engineering feasibility on this barrier as well. Also, perhaps the borrow and wayside area could be redesigned such that use would be encouraged or confined to areas farther away from the highway. Your thought in this area would be helpful.

In addition to the above, we have identified potential mitigation at several other areas through the selective provision of access by a frontage road behind a barrier. While some of these areas do not appear to be desirable for mitigation due to the blockage of visibility to businesses etc., others are and we would appreciate a cost and engineering feasibility analysis. In particular, these are barriers 3 and 5(b).

Upon receipt of your information, we will determine which barriers or alternate designs, if any, are desirable. Those that appear desirable will be submitted for approval in the usual manner. If approved, the appropriate changes would then be made in the plans.

As this project is not scheduled for letting until January, 1980, convenient processing of this request is adequate.

AJG:lb

Attachment

/ Versteeg /
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

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OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Eugene, Oregon

March 21, 1978

FILE:

FROM: D. M. Greene
Resident Engineer

TO: Alfred Shirley, Jr.
Region Engineer
Roseburg, Or.

SUBJECT: Borrow Material Source
Junction City-Airport Rd. Sect.
Pacific Highway West
Lane County

Attn: J. J. Gix

Attached is a letter from Lane County Planning Division advising that the area for the proposed crushed material source for the Junction City - Airport Road Section has been rezoned to a type of zoning which does not allow a gravel operation even under a conditional use permit. We can still use the original 10 acres for a source of borrow material due to our so called "grandfather" clause, this area is sufficient in size to supply the Embankment in Place material for this project.

Can't use
Bud Sh
9/6/79
Memo will follow.

DMG:vn
Attach.

cc: DUANE CHRISTENSEN - YOUR INFO.

REFERRED TO
Beard Dorn
Cole Semple
Eriksen Watson
Hager Lau
Return Discuss Do File Copy Duo
BY FINAL DESIGN ENGINEER

Vantrease
Christensen
Scaggs
Olson
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ROSEBURG REGION
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MAR 29 1978

lane county

MAR 17 1978
NOTED:

March 15, 1978

Douglas W. Greene
Oregon State Highway Division
1849-1/2 Garden Ave.
Eugene, OR 97403

RE: Renewal of CUP 75-88, Sand and Gravel site, Pacific West Highway 99. Maps 16-04-18, tax lot 100 and 16-04-17, tax lot 400.

Dear Mr. Greene,

This letter confirms our telephone conversation of March 10, 1978, concerning conditional use permit renewal of the above referenced sand and gravel site.

Your CUP request cannot be reviewed due to a change in zone districts April 27, 1977, from FF-20 (Farm Forestry) to EFU (Exclusive Farm Use) as a result of the Willamette-Long Tom subarea zoning program. The EFU zone makes no provision for sand and gravel operations as either a permitted or conditional use. This applies only to the westerly ± 40 acre parcel, referenced as tax lot 100 above.

The abutting ± 10 acre parcel, tax lot 400 remains zoned AGT-5 (Agriculture, Grazing, Timber). Due to the State's purchase of this parcel in 1938, a so called "grandfather" right of use exists through Lane Code 10.305-40 which reads; "Unzoned public lands, notwithstanding subsequent zoning may be used for the purpose intended when the land was acquired, notwithstanding the use provisions of the district in which the land is situated." Therefore, conditional use permit approval is not required for operation of the existing borrow source.

Consider this letter as staff withdrawal of renewing CUP 75-88. Should you have any questions or require further clarification of this matter, please feel free to contact this office.

Sincerely,

Harry Taylor

Harry Taylor, Planner
Zoning & Subdivision Section

HT/jb

cc: Vern Delk

9061

FORM #1-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January 20, 1978

Frank E. Terpin

FROM: Frank E. Terpin
Location Engineer

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Eugene Area
Highway Improvement Projects
Pacific Highway West
Lane County

This report is for use at the January 24 Transportation Commission meeting. Mr. Dave Reinhard, Planning Engineer from Eugene, wishes to discuss Highway 99W north of Eugene and the 6th and 7th Streets couplet.

Included is a status narrative and sketch map for

1. Junction City-Airport Road Section
2. Barger Avenue-Roosevelt Blvd Section
3. 6th and 7th Streets Couplet Section

Attachments

VAB:mc

NOTED
E. B. HUNTER

JUNCTION CITY-AIRPORT ROAD SECTION

PACIFIC HIGHWAY WEST

LANE COUNTY

This project has been designed for reconstructing the present 2-lane facility, 7 miles in length (3rd Street in Junction City to Airport Road), to a 4-lane facility. The proposed typical section provides four 12-foot travel lanes, a continuous 16-foot median and 10-foot paved shoulders. The present ADT ranges from a high of 9300 at First Street to a low of 7100 at Meadowview Road. The 1975 traffic accident rate was 1.90 accidents per million vehicle miles, which compares with the statewide average of 1.92 accidents per million vehicle miles for rural primary highways.

The Junction City-Airport Road Section is listed in the present Six-Year Program for construction in Fiscal Year 1981. It is proposed in the Preliminary Six-Year Improvement Program (FY 1979 through FY 1984) for construction in Fiscal Year 1981 under Program A (additional revenues) or in Fiscal Year 1983 under Program B (no additional revenues).

The project development is sufficiently advanced to let a contract within a short time (6 months, more or less) pending approval of funding.

Although the program estimate for this project has been projected at $6,750,000, our latest estimate indicates the construction costs would be about $5 million, 1977 prices.

Junction City - Airport Rd. Sec.

Preliminary Cost Estimate	
Roadway	$4,550,000
Structures	$450,000
R/W	—
Total	$5,000,000

Junction City

NORTHERN TERMINUS

SOUTHERN TERMINUS

BRIDGE

BRIDGE

BRIDGE

MAPLETON - JCT. CITY HWY.

FAS 941

FAS

227

R.5 W.

R.4 W.

T. 15 S.

T. 16 S.

T. 16 S.

T. 17 S.

R.4 W.

R.3 W.

To Corvallis

To Albany

O.E. Ry.

S.P. Co.

WEST

HIGHWAY

FAP 3

PRAIRIE RD.

PRAIRIE

HWY.

FAS 219

JUNCTION CITY - EUGENE

RIVER RD.

Crow

MEADOW VIEW

Meadow View

RD.

Blue Star Safety Rest Area

Awbrey

AWBREY LN.

BOND RD.

MILLORN RD.

Enid

ENID STATION DR.

AIRPORT RD.

Mahlon Sweet Municipal Airport

CLEAR LAKE RD.

FAS 934

IRVING RD.

To Eugene

N

PROJECT

Sketch Map

Scale 0 2 Miles

9061

AIRPORT ROAD - JUNCTION CITY PROJECT - Mrs. Spaulding - 11-15-77
Transportation Commission meeting

JACKSON We have a delegation from Junction City.

Mrs. Spaulding-

SPAULDING Here are petitions and some letters- we would like to support. /Some are to Mr. Burco- some are to Bob Straub.

WALSH: You just keep those.

JACKSON: Do you want me to read these?

SPAULDING Those are petitions and letters of support we have. Copies of some went to Mr. Burco and some to Bob Straub. Thank you for letting us come again and I'm just as nervous this time as I was at our public hearing. We are here because we want to bring/to your attention again that we feel very strongly about improving, four leaning, Hwy 99 between Airport Road and Junction City. This is not a new project and it's been talked about for a long time. Our supporters, we have over 2,000 signatures and letters fro m business men that you probably received. That highway is already to go. We have the, all the preparatory work has been done. The environmental impact study has been made. The conditional use permit for the resource, for the material resource has, I believe the, it is ready to be expire and you had an application for an extension of that permit. So it's already to go and putting off this highway for a later date is only going to cost more money. As you know there/probably is before you is an application or what ever you have, a report for extensive, extensive maintenance for the bridge structures on Hwy 99. That highway is 40 years old and the bridge structures, the substructures are wooden. That this maintenance has got to be done with that increased amount of traffic, particularly the heavy truck traffic on that road. That those bridge structures are going to have to, two lane bridge structures are going to have to be repaired at an amount of approximately $50,000 apiece and there is 5 of them on that road.

(1)

I don't understand that you will not want to repair these, these bridge structures within the time element that is required, approximately this year, they are going to do this next year and then turn around in a couple of years, or if you put the highway project off until 1983, this maintenance , this $200,000 maintenance is going to have to be done before that and I cannot see you tearing out the $200,000 project in four years to redo the highway. So we are asking that you move up the date of the highway and then of course that means money, that maintenance can be used elsewhere. We want to thank you very much also for the public hearings. They have a great help and we saw you there. We appreciate having the input, but we would like to know at this time, I realize that there is only three commissioners present, but if our input has done any good. Can we receive any kind of acclamation that you're listening that this project can be done and can be moved up?

JACKSON We have to review the entire six year plan after these meetings. If the question of the availability of dollars to your schedule that calls for a 1981, if the two cent gas tax on the license fees are passed by the public and in 1983 if they are not. Now there is a question of what we do with this total overall six year plan as a result of these meetings we held around the state. Re-evaluation of some of these projects in an attempt to clean up some of the more critical ones even at the expense of some of the smaller projects. So we can't tell you at this time whether or not there is any possibility of moving it up.

SPAULDING We understand that. I as I've been reading that these decisions will be made probably January or February. Are those decisions going to be made public?

JACKSON Yes they will be made public as soon as we make them, but we are not in any position to make any changes in the six year plan at this time. We will have a series of meetings between now and February, early February. At which time we are going take a complete new look at this whole program in an attempt to meet the needs as we indicated by the public meetings that we have held throughout the State. Until such time we are in no position to give you an answer.

HOLLERN: Glenn in the schedule we adopted early this morning we were talking about a January Commission meeting for further public input or delegations on the kinds of things we're looking at.

WALSH: At which time we would probably look at shifts. There would be a preliminary suggestion back from the staff for any kind of shifts in the program.

JACKSON You will have another opportunity to, to discuss this matter if we do not make a decision that is entirely satisfactory, at the January meeting.

SPAULDING Well we are hoping that won't be necessary, but I suppose that if that decision is not favorable we will be back. We have, we want to thank you for listening with us again and we hope that we will be writing and corresponding with you again to keep Hwy 99 as much as a nuisance as we can so you can get it fixed for us.

WALSH Did this come up at your Lane County meeting?

SPAULDING Yes in that Oct. 27th public hearing.

WALSH Gordy Coleman, I assume was there?

SPAULDING Mr. Coleman, Mr. Bud Shirley and Mr. Bell was there.

- - - - -

SPAULDING Well, if you have any questions from our group, Mr. Burco and Mr. Head has our address so you can get in touch with us.

(3)

Thank you very much.

JACKSON Well, I think most of us have driven the highway during peak hours and know what you are talking about. It's strictly a matter of priority against other critical problems throughout the state and the availability of the necessary funds. It's a five million dollar project. We don't find five million dollars very easily.

SPAULDING Oh, this is another letter I've got.

JACKSON Thank you.

SPAULDING Thank you very much

JACKSON You bet, thank you. Any other members of the delegation that want to speak. If not, thank you very much.

9061

OREGON TRANSPORTATION COMMISSION

Delegation Mrs. Rosanne Spaulding
Committee for the Improvement of Highway 99
Junction City, re Airport Road-Junction City Project in Lane Co.

Date November 15, 1977

Time _____

Name	City or Town	Capacity
Rosanne Spaulding	Junction City	
Yvette Zumwalt	Junction City	
Elaine Bleyhl BLEYHL	Junction City	
Marilyn Lewis	Junction City	

7061

November 8, 1977 11-15-77 Commission Meet.

George Bell

C. W. Head

I talked to Mrs. Spaulding of Junction City yesterday afternoon concerning her appearance before the Commission on November 15, 1977. I told her that the meeting in Eugene was recorded and the Commission will be furnished copies of the transcript; also, Commissioner Coleman was at the meeting.

She said they have made plans and still want to talk to the full Commission. Mrs. Spaulding indicated several ladies will be coming with her and that they want to keep this subject in front of the Commission.

I passed this information on to Florence Heavoll to tell Bob Burns and I notified Fred Klaboe.

9061

BOHEMIA INC.

MAILING ADDRESS P.O. BOX 1819 • 2280 OAKMONT WAY EUGENE, OREGON 97401
TELEPHONE (503) 342-6262 TELEX 364-442

October 27, 1977

Transportation Commission
Department of State Transportation
State Highway Building
Salem, OR 97310

Re: Old Highway 99
Between Eugene and Junction City

Members of the Commission:

It seems quite obvious to us that there has been a long standing need for the expansion of the above mentioned roadway. It is our understanding that the State shares this feeling, and that work of some nature is planned for the early 1980's. We find the efforts of the Committee for Improvement of Highway 99 to reduce this time span is most appropriate.

We strongly urge that your Commission do everything within its power to expedite this project at the earliest possible date.

Yours truly,

BOHEMIA INC.

Hal McCall
Property Manager

HM:vo
cc: State Highway Division
Gov. Straub
Ms. Marilyn Lines

9061

WILDISH INDUSTRIAL DEVELOPMENT CORPORATION

PHONE 484-1431
P. O. BOX 4
EUGENE, OREGON - 97401

October 24, 1977

The Honorable Robert Straub
State Capitol Building,
Salem, Oregon 97310

Re: Highway 99 N, Airport to Junction City.

Dear Bob:

Due to the number of accidents per the records of the Department of Transportation, the above referenced, accident-prone section of highway has carried top priority for improvement, for at least the last fifteen years, by the Road and Highway Committee of the Eugene Chamber of Commerce and the LCOG Citizen's Advisory Committee on Transportation.

Bob, it seems quite ridiculous that we have to let people be killed - as in the recent school bus accident - before we act.

I am of the opinion that the improvement on this particular section of highway has been completely designed, the impact statements have been completed and the only thing that must be done is to have the Department of Transportation set aside the necessary funds for the project, so that it can be let for bid.

I feel this can and should be done immediately, as the allocation of State Highway funds to Lane County has been excessively low in the last few years.

Your immediate attention to this serious problem will be greatly appreciated.

Yours truly,

L. A. Wildish

LAW/bht

cc: Robert Burco
Roseann Spaulding

9061

Phon[illegible]38-3336

Caribou
MANUFACTURING COMPANY
325 EAST FIRST ST. / JUNCTION CITY, OREGON 97448

October 20, 1977

Govenor Robert Straub
Oregon State Capital
Salem, OR 97310

Dear Bob:

Since we at Obie's purchased Caribou Manufacturing Co. in Junction City, I have become more cognizant of the specific problems facing a small town. We recently had a very bad accident on Highway 99 involving a school bus which injured a number of children and killed the driver of the second car. This again brought to my attention the need to widen Highway 99 between Eugene and Junction City into a four lane highway. I know this is currently proposed by the Department of Transportation as an item they intend to process about 1981 or later. This time frame just won't work for the people who use the highway.

As you know, we have a number of drivers who use that highway everyday when they are delivering motorhomes throughout the western United States. We also have approximately 25 suppliers a day who deliver to our Junction City plant and who also use the highway. We receive numerous complaints on that road. There is basically bumper to bumper traffic from 7:00 in the morning until 7 or 8 o'clock at night. As soon as the fog hits or during the field burning time the visibility drops substantially and people passing, turning or changing speeds create a very definite problem for everyone using the highway.

Bob, I know there are a number of people around the state recommending where you should spend the government's money. I simply ask that you personally take a look and see if there isn't anyway we can speed the target date up into something like 1978 or 1979.

We enjoyed having both you and Pat use our motorhome and should the situation ever develop in the future we will be happy to make it available to you again.

Again, my thanks for any assistance you can provide.

Very Truly Yours,

Al Emrick, Jr.
President

AE/lh

- 9061

RESOLUTION NO. _____

RESOLUTION ENCOURAGING OREGON DEPARTMENT OF TRANSPORTATION TO CORRECT DEFICIENCES ON HIGHWAY U.S. 99.

WHEREAS, last month a fatal accident involving a Junction City school district bus and a private automobile occurred on U.S. Highway 99 south of Junction City; and

WHEREAS, there have been a large number of accidents on that highway between Junction City and Eugene; and

WHEREAS, a substantial number of concerned citizens have expressed concern about the conditions of the highway and the need to improve the safe use of the highway; and

WHEREAS, the Oregon Department of Transportation through its Highway Division has projected the improvement of that highway in 1980; now, therefore,

THE CITY OF JUNCTION CITY DOES RESOLVE AS FOLLOWS:

Section 1. The City of Junction City Council encourages the Oregon Department of Transportation and its Highway Division to accellerate its plans to improve the conditions of U.S. Highway 99 south of Junction City so that its use shall be more safe.

Section 2. The Council does not assume to prescribe the measures the department should take to effect the greater safety, but it believes the present worsening conditions justify earlier action than is now planned.

Adopted by the Council this 11th day of October, 1977.

Approved by the Mayor this 11th day of October, 1977.

APPROVED:

ATTEST:

_____
Mayor

_____
Recorder

9061

RESOLUTION TO SUPPORT
THE WIDENING OF HIGHWAY 99

WHEREAS, the school buses of Blachly School District No. 90 have cause to travel the section of Highway 99 from the junction of Highway 36 both Northerly to Junction City and Southerly toward Eugene on numerous occasions; and,

WHEREAS, the aformentioned section of highway is heavily traveled and only the width of two lanes; therefore,

RESOLVE, The Board of Directors of Blachly School District No. 90 supports and endorses the action of the Junction City School District, and other supportive groups, for the widening of the section of Highway 99 described above to four lanes width for the safety of the students traveling via school buses and the general safety of all who travel the said highway.

Adopted by
The Board of Education
October 10, 1977

Attest: _____
Superintendent

Fred E Stephens
Chairman

7061

October 6, 1977

Governor Robert Straub
Governor's Office
207 State Capitol
Salem, OR 97310

Dear Bob:

There is an issue of vital concern to this Board and to the citizens of Lane County of which we ask your immediate attention. Recently, there was a serious school bus/car accident on Highway 99, near Junction City, where one man was killed and numerous young children were injured. It is now glaringly clear that Highway 99 is not only extremely hazardous but frequently crowded; in fact, there is more traffic now on the highway than there was when the freeway was built. Corrective measures need to be taken immediately, not in five or six years, in order to prevent any future tragic accidents.

At our regular Board meeting, Tuesday, October 4, 1977, a group of mothers whose children were involved in the accident appeared before the Board and suggested that we go on record as supporting improvements to Highway 99. On behalf of the Lane County Board of Commissioners, let me say that we strongly endorse the top prioritization of this project and urge you to impress upon the State Department of Transportation the urgency of insuring safe transportation travel for our school children and other citizens on Highway 99. With kind regards,

Yours sincerely,.

Archie Weinstein, Chairman
Lane County Board of Commissioners
Plaza Level/Public Service Building

cc: Mrs. Rosanne Spalding
92054 Skinner Lane
Junction City, OR 97448

Al Driver
Head of Public Works

Lee Brunquist, Superintendent
Junction City Schools
325 Maple
Junction City, OR 97448

Robert A. Burco, Director
Department of Transportation
135 Transportation Building
Salem, OR 97310

Commissioner Rust

Commissioner Wood

LD:dmm
WP 8035-P-5

Dick Olson
Clint Boesbrunger
~~Ted~~ Kulongoski
Scott

Mike Palinoski

Mr George Bell
v Bud Shuley
Mr. Gordon Coleman

9061

IN THE BOARD OF COUNTY COMMISSIONERS FOR LANE COUNTY

STATE OF OREGON

IN THE MATTER OF DEFICIEN-)
CIES ALONG STATE HIGHWAY 99)

R E S O L U T I O N 77-9-21-11

WHEREAS, the number and type of accidents along State Highway 99 and, more specifically, at the intersection of other roads with Highway 99 is a matter of concern to the Board of County Commissioners and the citizens of Lane County; and

WHEREAS, the Board of County Commissioners acknowledges certain deficiencies exist in protecting the safety of the traveling public, including the roadway geometrics, travel speed and, on numerous occasions, weather conditions; and

WHEREAS the Board of County Commissioners has previously gone on record to support various types of improvements to Highway 99 for the correction of these deficiencies; and

WHEREAS, it is the intent and desire of the Board of County Commissioners to assist the traveling public by providing for a safe highway system within the County;

NOW, THEREFORE, IT IS HEREBY RESOLVED that the Lane County Board of Commissioners make known to the Oregon State Department of Transportation its strong recommendation that immediate consideration be given to mitigating measures to correct the deficiencies along State Highway 99 for the benefit of the citizens of Lane County.

Dated this 21 day of September, 1977.

Archie Weinstein

Chairman, Lane County Board of Commissioners

9061 — airport Rd- Jax City Owned Hwy 90

Petitions submitted by Mrs. Spaulding at Commission Meeting 11-15-77

1

CE

MAND THAT THE FOUR-LANING
Y THE DEPARTMENT OF TRANS-
RITY PROJECT. WE CANNOT
OUR CHILDREN'S LIVES, OUR
GHWAY EVERY DAY. THE
PROJECT IS A MUST FOR THE
'S MAKE IT HAPPEN! PLEASE
BE SEEN AT THE CAPITOL.

	PHONE #
	689-5100
	688-4821
	688-2597
	689-1679
	689-0647
	688-3990
Mrs A. Hagan	
Mike Johnston	689-2679
Evelyn Sandlin	
Fred W. Spainhour	6888693
Barbara Rice for Bright	688-8395
Florence J. Spain	688-5775
Cindy Hoffman	688-6069
Fred Ley	689-6980
R. L. Miller	689-4773
Sandra Connor	6882590

33 1

NOTICE

WE MUST JOIN TOGETHER AND DEMAND THAT THE FOUR-LANING OF HIGHWAY 99, AS PROPOSED BY THE DEPARTMENT OF TRANSPORTATION, BECOME A TOP PRIORITY PROJECT. WE CANNOT WAIT UNTIL 1981, OR LATER. OUR CHILDREN'S LIVES, OUR LIVES, ARE RISKED ON THAT HIGHWAY EVERY DAY. THE AIRPORT ROAD, JUNCTION CITY PROJECT IS A MUST FOR THE RESIDENTS OF THIS AREA. LET'S MAKE IT HAPPEN! PLEASE SIGN BELOW AND LET YOUR NAME BE SEEN AT THE CAPITOL.

NAME	PHONE #
Nora Regan	689-5100
Dave Stubbe	688-4821
Doug A Babbe	688-2597
Mrs R Eklund	689-1679
R.W. Warner	689-0647
mrs a. Hagan	688-3990
Mike Johnston	689-2679
Evelyn Sandlin	6888693
Dow D Rosenbaum	688-8395
Barbara Rice	688-5775
Mrs Pruitt	688-6069
Florence J Grain	689-6980
Cindy Hoffman	689-4773
Fred Ley	6882590
R. L. Miller	
Sandra Connor	

KEITH DANIELSON	689-0439
Robert Collett	688-7673
Daniel Haddad	689-8717
Jeff Dahlen	688-2754
John Mack.	688-3525
Jan Watts	688-3151
Linda Smith	689-4038
Gary Faust	688-0451
Dennis Hall	689-8074
Theo Bell - no phone	
Gary Dykstra - no phone	
Rose Purdy -	689-7847
Dorcas Poole -	688-8952
Bob Kimball	688-9049
David Lauer	6880527
Arndell Turner	688-4353
Jeanne Ann Turner	688-4353

December 13, 1977

Ms. Dorothy M. Thies
Assistant Deputy Recorder
City of Eugene
PO Box 1967
Eugene, OR 97401

Dear Ms. Thies:

We are aware of the need for improvement of Highway 99 North between Airport Road and Junction City.

The Transportation Commission is in the process of analyzing the results of the series of 39 public meetings held around the state to determine the allocation of available funds for highway improvements in the next six years.

The improvement of this section of highway is among those under consideration.

Sincerely,

ORIGINAL SIGNED BY
L. W. RULIEN
L. W. Rulien
Ass't Director for
Transportation Policy
and Program Development

MH:jmy
bc: H. Coulter
F. Klaboe
D. Moehring
A. Shirley

NOTED
F. D. KLABOE

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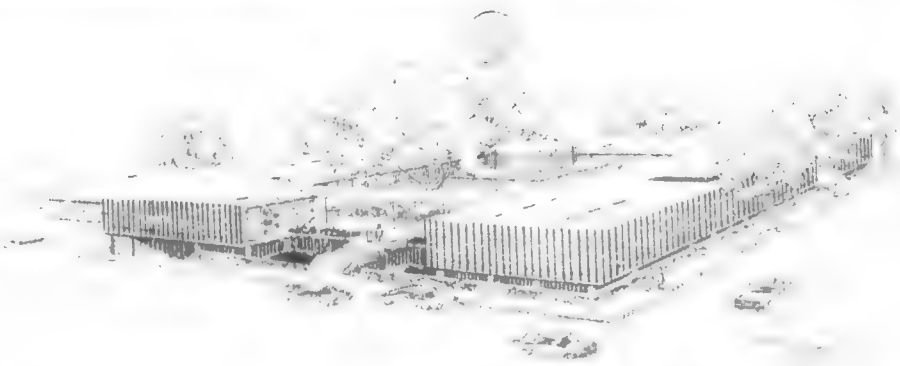
FOR
Info | Issue | R/D | D/R | Sign | Act | File

CITY OF EUGENE



FINANCE DEPARTMENT — P.O. BOX 1967 — EUGENE, OREGON 97401

November 17, 1977

Office of Director
Department of Transportation
Highway Building
Salem, OR 97310

Gentlemen:

Enclosed is a copy of Resolution No. 2789, endorsing a request for improvement to Highway 99 North between Airport Road and Junction City, which was adopted by the Eugene City Council on November 16, 1977, and which is being forwarded to you at the direction of the Council.

Sincerely,

Dorothy M. Thies

Dorothy M. Thies
Assistant Deputy Recorder

DT/hs

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Policy Development

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FOR

11-23

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NOV 21 1977
OFFICE
DIRECTOR of TRANSPORTATION

RESOLUTION NO. 2789

A RESOLUTION ENDORSING A REQUEST FOR IMPROVEMENT TO HIGHWAY 99 NORTH (PACIFIC HIGHWAY WEST) BETWEEN AIRPORT ROAD AND JUNCTION CITY.

The City Council of the City of Eugene finds that:

The Committee for the Improvement of Highway 99 North, Junction City, Oregon, has requested Eugene City Council endorsement of the Committee's request to the State Department of Transportation for improvements to Highway 99 North (Pacific Highway West) between Airport Road and Junction City, Oregon in a manner consistent with the Oregon Transportation Commission policy "...to protect and maintain the existing state highway system so as to retain operating conditions that will not be detrimental to the . . . public well-being."

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:

Section 1. The Eugene City Council hereby endorses the need for improvement to Highway 99 North (Pacific Highway West) between Airport Road and Junction City. This endorsement is not intended to prescribe the kind of improvements required nor to indicate that this improvement necessarily has a higher priority than any other state highway project.

Section 2. The City Recorder is hereby directed to send a copy of this Resolution to the State Department of Transportation

in Salem, Oregon, and to the Committee for the Improvement of Highway 99 North in Junction City, Oregon.

The foregoing Resolution adopted the 16th day of November, 1977.

/s/ S. P. Flogstad
City Recorder

7061

November 16, 1977

The Honorable Billy F. Morgan
Mayor of Harrisburg
Post Office Box 378
Harrisburg, OR 97446

Dear Mayor Morgan:

Your Resolution No. 232 concerning deficiencies on OR99 has been received. This resolution will be included in the material being reviewed by the Transportation Commission for its final decision on the Six-Year Highway Improvement Program.

Thank you for forwarding the resolution to us for consideration.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

bc R. A. Burco
F. B. Kiaboe
L. W. Rulien
Alfred Shirley, Jr.
D. H. Moehring

RESOLUTION NO. 232

RESOLUTION ENCOURAGING OREGON DEPARTMENT OF TRANSPORTATION TO CORRECT DEFICIENCIES ON HIGHWAY U.S. 99.

WHEREAS residents of the City of Harrisburg are concerned with the conditions of Highway 99 between Junction City and the intersection of the road leading to the airport North of Eugene, due to the large number of traffic accidents that have occurred, including fatalities, and

WHEREAS it is the opinion of the Common Council of the City of Harrisburg that a good many local residents traverse said U.S. Highway 99, and

WHEREAS it appears necessary to improve conditions for safe use of the highway, and

WHEREAS, the Oregon Department of Transportaion, through its Highway Division, has projected the improvement of that highway in 1980, now, therefore,

THE CITY OF HARRISBURG DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The City of Harrisburg encourages the Oregon Department of Transportation and its Highway Division to accelerate its plans to improve the conditions of U. S. Highway 99 south of Junction City so that its use shall be more safe.

Section 2. The Council believes the present worsening conditions justify earlier action than is now planned, however does not assume to prescribe the measures the department should take to effect greater safety at an earlier date.

Adopted by the Council this 9th day of November, 1977.

Approved by the Mayor this 9th day of November, 1977.

Billy F. [illegible]
Mayor

ATTEST:

Alta J. Simmons
Recorder

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STATE HWY ENGR
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

#9041

CITY OF EUGENE

FINANCE DEPARTMENT — P.O. BOX 1967 — EUGENE, OREGON 97401

November 17, 1977

to Klebes for approval action 11/21/77

Office of Director
Department of Transportation
Highway Building
Salem, OR 97310

Gentlemen:

Enclosed is a copy of Resolution No. 2789, endorsing a request for improvement to Highway 99 North between Airport Road and Junction City, which was adopted by the Eugene City Council on November 16, 1977, and which is being forwarded to you at the direction of the Council.

Sincerely,

Dorothy M. Thies

Dorothy M. Thies
Assistant Deputy Recorder

DT/hs

RECEIVED
NOV 21 1977
OFFICE
DIRECTOR of TRANSPORTATION

RESOLUTION NO. 2789

A RESOLUTION ENDORSING A REQUEST FOR IMPROVEMENT TO HIGHWAY 99 NORTH (PACIFIC HIGHWAY WEST) BETWEEN AIRPORT ROAD AND JUNCTION CITY.

The City Council of the City of Eugene finds that:

The Committee for the Improvement of Highway 99 North, Junction City, Oregon, has requested Eugene City Council endorsement of the Committee's request to the State Department of Transportation for improvements to Highway 99 North (Pacific Highway West) between Airport Road and Junction City, Oregon in a manner consistent with the Oregon Transportation Commission policy "...to protect and maintain the existing state highway system so as to retain operating conditions that will not be detrimental to the . . . public well-being."

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:

Section 1. The Eugene City Council hereby endorses the need for improvement to Highway 99 North (Pacific Highway West) between Airport Road and Junction City. This endorsement is not intended to prescribe the kind of improvements required nor to indicate that this improvement necessarily has a higher priority than any other state highway project.

Section 2. The City Recorder is hereby directed to send a copy of this Resolution to the State Department of Transportation

in Salem, Oregon, and to the Committee for the Improvement of Highway 99 North in Junction City, Oregon.

The foregoing Resolution adopted the 16th day of November,1977.

/s/ S. P. Flogstad

City Recorder

#9061

DIRECTOR'S FILE 1

EUGENE
AREA CHAMBER OF COMMERCE

Copies: Klabor
Rubien
Bell
11-18
(bn)

November 17, 1977

To: Oregon Department of Transportation
Board of Commissioners
Highway Building
Salem, OR 97310

From: Eugene Area Chamber of Commerce
Board of Directors

Funding of Lane County projects by the Oregon Department of Transportation in previous years, gentlemen, has worked to the disadvantage of our area. Other areas have had more emphasis compared to this area, and we respectfully request a higher portion of the Six-Year Program than is proposed in the presentation to date.

Additional funding must be made available for the widening and improvement of Sixth and Seventh Avenues from High Street to Garfield Street. This project is not included in the current plan. The additional funding will also be necessary for completing necessary work for the Highway 99 North-Roosevelt Boulevard area, which is the southern portion of that highway.

Second, we support the request made by other organizations that the Highway 99 North project, from Airport Road to Junction City be given higher priority. We request that this project be implemented immediately and be given your approval for early construction before 1981.

Third, Eugene Area Chamber of Commerce supports all efforts to modify the use of Interstate Trust Funds for the primary and secondary systems, and will submit these recommendations to the Oregon congressional delegation.

These three decisions were made following careful study by the Chamber's Roads and Highways Committee, and were endorsed by the board of directors at a November 15 meeting.

Emerson Hamilton
President

RECEIVED
NOV 18 1977
OFFICE
DIRECTOR of TRANSPORTATION

P. O. Box 1107 ■ Eugene, Oregon 97401
503/484-1314

#9061

DIRECTOR'S FILE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 7, 1977

Mr. Larry Campbell
2435 Wilson Drive
Eugene, OR 97045

Dear Mr. Campbell:

The preliminary Six-Year Highway Improvement Program for the fiscall years 1979 through 1984 includes the provision for improvement to Highway 99 between Junction City and Airport Road, the need for which you indicated in your letter.

The current funding level for highways in Oregon will, under this preliminary proposal, provide for construction of that improvement in 1983. The part of the plan reflecting the improvements that would be undertaken if the voters in Oregon approve the measures for increased highway funding, as passed by the 1977 Legislature, suggests advancing this project to the year 1981.

This project was scheduled for contracting in 1981 in the 1976 Six-Year Highway Improvement Program. Continuing increases in construction costs during a period of slow growth in highway revenue has impaired the state's ability to maintain the 1976 schedule. In fact, the additional revenue from the 1977 legislative highway tax package is required to maintain cost of the 1976 schedule. Even with this additional revenue, some of the projects scheduled for 1982 and later in the 1976 Program cannot be included in the 1977 Preliminary Program and keep the cost of the suggested projects within the estimated revenue.

Before the 1977 Six-Year Highway Improvement Program is approved, the Department of Transportation will consider scheduling the Junction City-Airport Road project at an earlier date.

Sincerely,

Robert C. Blensly
Manager, Program Development

RECEIVED
NOV 9 1977
OFFICE
DIRECTOR of TRANSPORTATION

Larry Campbell
for Rep. Dist. 43
2435 Wilson Drive Eugene, Oregon 97405 Phone 484-2201

+ Rubein for draft reply.
10 131 jv
copy to Heaton
Bell 10/31

October 27, 1977

Glenn Jackson, Chairman
State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Glenn:

All figures indicate, that the immediate four-laning of Highway 99W from Airport Road to Junction City should be given the top project priority by the Department of Transportation, with a start date in 1978.

We feel that is important to look at the safety aspects of this project. In doing so you will find a much higher rate of reported accidents than even the Noti-Veneta project (currently in top place on the priority list).

Using figures supplied by the Department of Transportation, I find that there are 3.5 to 4 reported accidents on Highway 99 for every single reported accident on Highway 126.

The Highway 99 project is not a new project. It simply calls for improvements to an existing highway. No new corridor is required, no impact statements or public hearings will be needed, all land needed for rights of way has been acquired, the project is designed, and work could be under way in 120 days.

Not too many years ago, Lane County was forced to give up a good deal of its promised highway funding to Multnomah County, for completion of the Fremont Bridge and other projects.

There is a need now to shift available funding back to Lane County so that our most drastic highway problems (and we have several) can be taken care of as promptly as possible.

RECEIVED
NOV - 1 1977
Highway Development

Consideration should be given to moving some of the funds allocated to Multnomah County back to Lane County....in part to make up for projects we lost when Multnomah County needed the money set aside for its pressing needs.

Immediate completion of the Highway 99 project will save lives, and hopefully not adversely affect other Lane County projects.

"Yes I Can!" Best Regards
Larry

Larry Campbell for State Representative Dist. 43 Committee,
Dick Rickson, Treasurer, 2445 Wilson Drive, Eugene, Oregon 97405.

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

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November 3, 1977

Mr. L.A. Wildish
Wildish Industrial Dev. Corp.
P.O. Box 4
Eugene, Oregon 97401

Dear Len,

The Preliminary Six-Year Highway Improvement Program for the fiscal years 1979 through 1984 includes the provision for improvement to Highway 99 between Junction City and Airport Road, the need for which you indicated in your letter.

The current funding level for highways in Oregon will, under this preliminary proposal, provide for construction of that improvement in 1983. The part of the plan reflecting the improvements that would be undertaken if the voters in Oregon approve the measures for increased highway funding, as passed by the 1977 Legislature, suggests advancing this project to the year 1981.

This project was scheduled for contracting in 1981 in the 1976 Six-Year Highway Improvement Program. Continuing increases in construction costs during a period of slow growth in highway revenue has impaired the state's ability to maintain the 1976 schedule. In fact, the additional revenue from the 1977 legislative highway tax package is required to maintain most of the 1976 schedule. Even with this additional revenue, some of the projects scheduled for 1982 and later in the 1976 Program cannot be included in the 1977 Preliminary Program and keep the cost of the suggested projects within the estimated revenue.

Before the 1977 Six-Year Highway Improvement Program is approved, the Department of Transportation will consider scheduling the Junction City-Airport Road project at an earlier date.

Sincerely,

COPY
Governor

RWS:cb bcc: Dept. of Transportation

WILDISH INDUSTRIAL DEVELOPMENT CORPORATION

PHONE 484-1431
P. O. BOX 4
EUGENE, OREGON - 97401

October 24, 1977

The Honorable Robert Straub
State Capitol Building,
Salem, Oregon 97310

Re: Highway 99 N, Airport
to Junction City.

Dear Bob:

Due to the number of accidents per the records of the Department of Transportation, the above referenced, accident-prone section of highway has carried top priority for improvement, for at least the last fifteen years, by the Road and Highway Committee of the Eugene Chamber of Commerce and the LCOG Citizen's Advisory Committee on Transportation.

Bob, it seems quite ridiculous that we have to let people be killed - as in the recent school bus accident - before we act.

I am of the opinion that the improvement on this particular section of highway has been completely designed, the impact statements have been completed and the only thing that must be done is to have the Department of Transportation set aside the necessary funds for the project, so that it can be let for bid.

I feel this can and should be done immediately, as the allocation of State Highway funds to Lane County has been excessively low in the last few years.

Your immediate attention to this serious problem will be greatly appreciated.

Yours truly,

A. Wildish

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OCT 27 1977
Policy Development

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RECEIVED
OCT 25 1977
OFFICE
DIRECTOR of TRANSPORTATION

LAW/bht

cc: Robert Burco
Roseann Spaulding

9061

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

October 19, 1977

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Junction City-Airport Road Section
Pacific Highway West
Lane County

TO: E. S. Hunter
Technical Services Engineer

This report on the status of the subject section has been prepared for use at the November Commission meeting.

Included are status narrative, project sketch map showing cost estimate, and a page showing 1976 ADT.

Attachment

DB:mc

STATUS NARRATIVE

JUNCTION CITY-AIRPORT ROAD SECTION

PACIFIC HIGHWAY WEST

This project has been designed for reconstructing the present 2-lane facility, 7 miles in length (3rd Street in Junction City to Airport Road) to a 4-lane facility. The proposed typical section provides four 12-foot travel lanes, a continuous 16-foot median and 10-foot paved shoulders. The present ADT ranges from a high of 9300 at First Street to a low of 7100 at Meadowview Road. The 1975 traffic accident rate was 1.90 accidents per million vehicle miles, which compares with the statewide average of 1.92 accidents per million vehicle miles for rural primary highways.

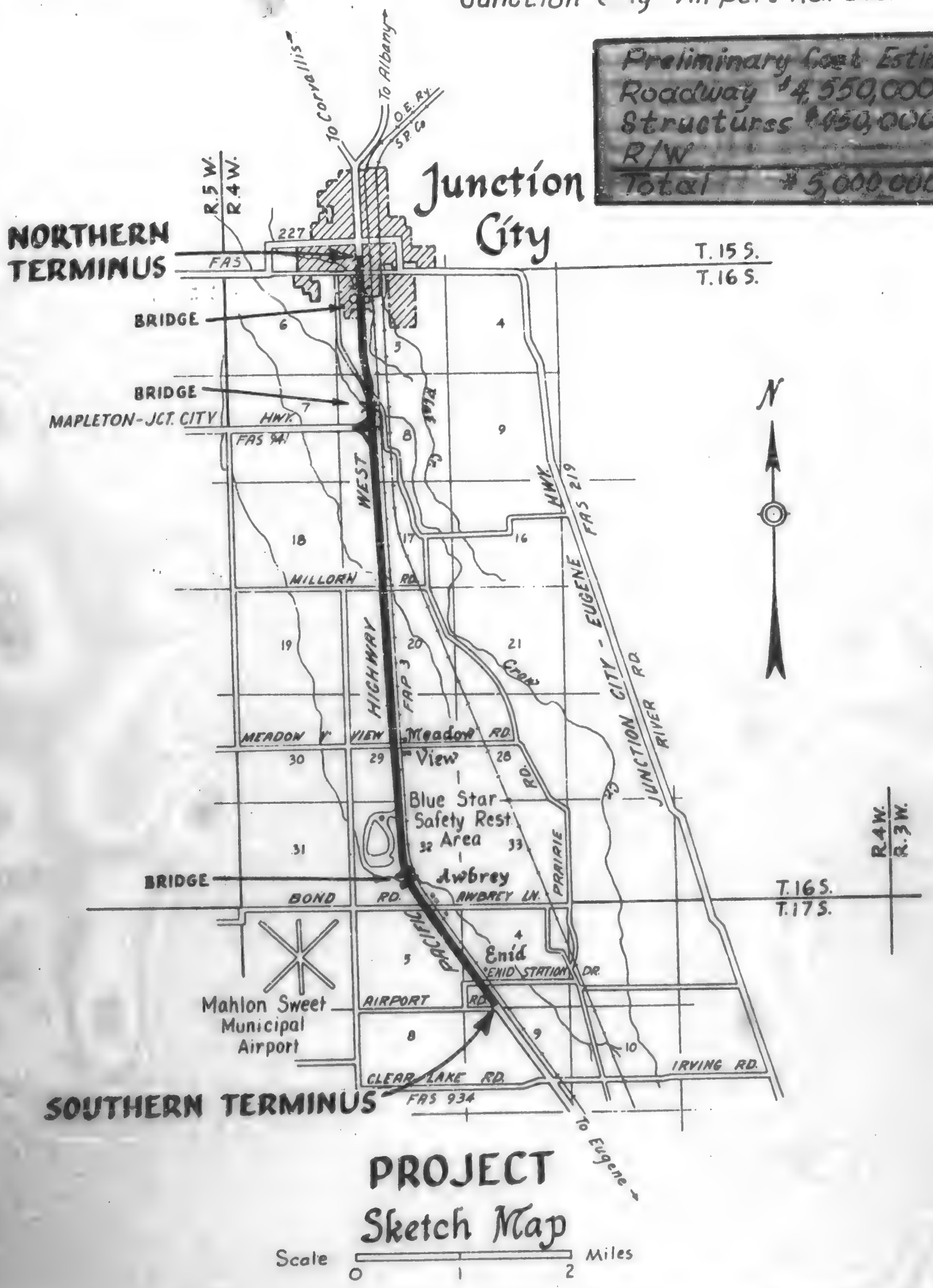
The Junction City-Airport Road Section is listed in the present Six-Year Program for construction in Fiscal Year 1981. It is proposed in the Preliminary Six-Year Improvement Program (FY 1979 through FY 1984) for construction in Fiscal Year 1981 under Program A (additional revenues) or in Fiscal Year 1983 under Program B (no additional revenues).

The project development is sufficiently advanced to let a contract within a short time (6 months, more or less) pending approval of funding.

Although the program estimate for this project has been projected at $6,750,000, our latest estimate indicates the construction costs would be about $5 million, 1977 prices.

Junction City - Airport Rd. Sec.

Preliminary Cost Estimate	
Roadway	$4,550,000
Structures	$450,000
R/W	
Total	$5,000,000



PROJECT Sketch Map

Scale 0 1 2 Miles

Junction City - Airport Rd Sec.
1976 A.D.T.

Mile Post	Location Description	1976 ADT All Vehicles
83.24	0.01 mile north of Tyler Street	5,700
83.32	0.01 mile north of Corvallis-Lebanon Highway (ORE34 Westbound)	6,500
83.34	0.01 mile south of Corvallis-Lebanon Highway (ORE34 Westbound)	9,100
83.42	0.01 mile south of Corvallis-Lebanon Highway (ORE34 Eastbound)	11,000
83.54	0.01 mile north of Monroe Street	11,900
83.68	0.01 mile north of Jefferson Street	11,900
83.70	0.01 mile south of Jefferson Street	11,300
83.90	0.01 mile north of Western Blvd.	10,500
83.92	0.01 mile south of Western Blvd.	10,600
84.21	Marys River Bridge	6,800

NORTHBOUND - ONE-WAY TRAFFIC

On Third Street

82.90N	On Dixon Creek Bridge	5,300
83.18N	0.01 mile north of Polk Street	6,000
83.26N	0.01 mile north of Tyler Street	5,900
83.34N	0.01 mile north of Corvallis-Lebanon Highway (ORE34 Westbound)	6,800
83.36N	0.01 mile south of Corvallis-Lebanon Highway (ORE34 Westbound)	10,000
83.43N	0.01 mile south of Corvallis-Lebanon Highway (ORE34 Eastbound)	13,300
83.56N	0.01 mile north of Monroe Street	13,400
83.70N	0.01 mile north of Jefferson Street	12,700
83.72N	0.01 mile south of Jefferson Street	12,100
83.92N	0.01 mile north of Western Blvd.	10,800
83.94N	0.01 mile south of Western Blvd.	10,300
84.14N	Marys River Bridge	6,800

RESUME TWO-WAY TRAFFIC

84.30	0.01 mile north of S.E. Crystal Lake Road	14,500
84.47	0.01 mile north of Avery Lane	12,000
84.49	0.01 mile south of Avery Lane	10,800
84.92	0.01 mile north of S.E. Alexander Avenue	10,600
84.94	0.01 mile south of S.E. Alexander Avenue	9,900
85.60	South city limits of Corvallis, 0.04 mile south of Goodnight Road	5,900
86.28	0.01 mile north of road to Kiger Island	5,700
86.30	0.01 mile south of road to Kiger Island	5,300
87.54	0.01 mile south of road to Corvallis Airport	4,200
91.22	0.01 mile south of Greenberry Road	3,900
94.90	Monroe Automatic Recorder, Sta. 02-007, 5.47 miles north of Monroe	3,800
97.63	0.01 mile south of Bellfountain Road	3,800
100.37	North city limits of Monroe	4,500
101.07	0.01 mile north of Orchard Street	4,800
101.09	0.01 mile north of Territorial Highway	4,800
101.16	East city limits of Monroe	3,600

Mile Post	Location Description	1976 ADT All Vehicles
101.67	0.01 mile south of Ingram Island Road	3,500
104.36	Benton-Lane County Line	3,300
106.51	0.01 mile south of Lingo Lane	3,700
108.72	0.10 mile north of Albany-Junction City Highway (ORE99E)	4,000

On Ivy Street

108.92	0.10 mile south of Albany-Junction City Highway (ORE99E), north city limits of Junction City	8,800
109.24	0.01 mile north of 10th Street	10,500
109.26	0.01 mile south of 10th Street	11,000
109.46	0.01 mile north of Junction City-Eugene Highway	10,700
109.48	0.01 mile south of Junction City-Eugene Highway	10,400
[illegible]	[illegible]	[illegible]
117.88	0.01 mile north of Irving Road to Santa Clara	11,300
117.90	0.01 mile south of Irving Road to Santa Clara	13,100
118.85	North city limits of Eugene, 0.43 mile south of Belt Line Road	11,500
119.21	0.10 mile south of Prairie Road	22,400
119.76	0.01 mile south of Bethel Drive	22,800
120.11	0.20 mile south of Pattison Street	23,700
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120.87	0.10 mile north of Elmira Road	24,300
121.13	0.01 mile north of Roosevelt Blvd.	25,200
121.15	0.01 mile south of Roosevelt Blvd.	27,300

EASTBOUND - ONE-WAY TRAFFIC

On 7th Avenue

122.24	0.01 mile west of Garfield Street	14,800
122.26	0.01 mile east of Garfield Street	17,600
122.76	0.01 mile west of Polk Street	18,300
123.09	0.01 mile west of Junction City-Eugene Highway	18,400
123.22	0.01 mile west of Madison Street	19,500
123.44	0.01 mile west of Lawrence Street	17,600
123.73	0.01 mile west of Willamette Street	20,100
123.88	0.01 mile west of Pearl Street	21,900
123.96	0.01 mile west of High Street	20,400

Junction City - Airport Rd

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

October 31, 1977

Mr. Norman May
Superintendent
Triangle Lake Schools
Blachly, OR 97412

Dear Mr. May:

In the Governor's absence I am responding to your letter.

Provisions for improving OR#99W between Junction City and Airport Road are included in the preliminary Six Year Highway Improvement Program currently being presented by the Department of Transportation in a series of 39 public meetings being held about the state.

The program provides that if the voters approve the various measures for increased highway funding approved by the 1977 Legislature, the improvements will begin in fiscal year 1981, but if these measures are defeated, the work will not begin until fiscal year 1983.

Because of various highway funding programs involved in road construction, particularly where federal funds are concerned, it would be most difficult to schedule this project, estimated to cost $6.75, million prior to the dates listed.

Your letter will be included with other comments received on this section of highway at the public meeting held in Eugene on October 27.

Thank you for your interest in highway safety.

Sincerely,

LOREN KRAMER
Executive Assistant
to the Governor

RECEIVED
STATE HWY ENGR
NOV 8 '77
REFER TO
FOR
Info. Invest. R/D D/R Sign Act File

11-8-77
cy Shirley

LK:eg

COPY

October 27, 1977

Mr. Norman May
Superintendent
Triangle Lake Schools
Blachly, OR 97412

Dear Mr. May:

The preliminary Six Year Highway Improvement Program being presented to the people by the Department of Transportation in a series of public meetings being held about the state contains provisions for improving ORE99W between Junction City and Airport Road.

The preliminary program being presented in the series of meetings shows two levels of proposed improvement, a Program A which will be implemented if the voters approve the measures for increased highway funding passed by the 1977 Legislature, and a Program B which will be implemented if there are no additional funds.

Under Program A, ORE99W would be improved starting in fiscal year 1981, while under Program B, the improvements would not begin until fiscal year 1983.

Since this will not reach you before the meeting in your area scheduled for this evening, your letter and resolution will be included in the comments received on this section of highway.

Your concern for highway safety is appreciated.

Sincerely,

For R. S. Coulter
State Highway Engineer

CTK:ia

bc F. B. Klaboe
R. S. Hunter
Alfred Shirley, Jr.
L. W. Rulien
D. H. Mechring

TRIANGLE LAKE SCHOOLS

DISTRICT NO. 90, LANE COUNTY
BLACHLY, OREGON 97412
TELEPHONE 925-3262

October 20, 1977

Director of Transportation
135 State Highway Building
Salem, Oregon 97310

Dear Sir:

Enclosed is a copy of the resolution adopted by the Board of Directors of Blachly School District No. 90, Lane County, in support of the organized effort to hasten the completion date for widening Highway 99 between Eugene and Junction City.

The Board's concern, as well as mine, includes both the student (or school bus travel) and the general public.

Your consideration of this matter will be appreciated.

Respectfully yours,

Norman May
Superintendent

Enc.

cc Ruben 10-26
Shirley

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Coulter
FOR
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RECEIVED
OCT 26 1977
OFFICE
DIRECTOR of TRANSPORTATION

RESOLUTION TO SUPPORT
THE WIDENING OF HIGHWAY 99

WHEREAS, the school buses of Blachly School District No. 90 have cause to travel the section of Highway 99 from the junction of Highway 36 both Northerly to Junction City and Southerly toward Eugene on numerous occasions; and,

WHEREAS, the aformentioned section of highway is heavily traveled and only the width of two lanes; therefore,

RESOLVE, The Board of Directors of Blachly School District No. 90 supports and endorses the action of the Junction City School District, and other supportive groups, for the widening of the section of Highway 99 described above to four lanes width for the safety of the students traveling via school buses and the general safety of all who travel the said highway.

Adopted by
The Board of Education
October 10, 1977

Attest: _____
Superintendent

_____
Chairman

1061

1

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

October 28, 1977

Mr. David L. Greenwalt
170 W 2nd Avenue
Junction City, OR 97448

Dear Mr. Greenwalt:

The preliminary Six Year Highway Improvement Program being presented to the people by the Oregon Department of Transportation in a series of 39 public meetings being held about the state contains provisions for improving Highway 99W between Junction City and Airport Road.

The preliminary program being presented in the series of meetings shows two levels of proposed improvement, a Program A which will be implemented if the voters approve the measures for increased highway funding passed by the 1977 legislature, and a Program B which will be implemented if there are no additional funds.

Under Program A, Highway 99W would be improved starting in fiscal year 1981, while under Program B, the improvements would not begin until fiscal year 1983.

Since this letter will not reach you before the meeting in your area scheduled for Thursday, October 27 I am having the Department of Transportation include your letter in the comments received on this section of highway.

Thank you for your concern about highway safety.

Sincerely,

Governor

RWS:ej

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FOR
Info | Invest | R/D | D/R | Sign | Act | File

11-8-77 Shirley

COPY

Letter

DOT PLEASE RETURN ORIGINAL LETTER 012773 CON 21-4 Pac. W

Please prepare draft reply for Governor's signature 11-1 LP

Thank you.

RECEIVED
OCT 24 1977
Governor's Office

October 19, 1977

Dear Govenor Straub,

This letter is inregard to a problem in the Junction City, Eugene area. As you probably aware of a bad wreak involving a Junction City school bus injuried several school chilidren. I feel that this could have been avoided had the section of highway 99 N, between Junction City and Eugene been up dated with a four lane highway.

This roadway was made for traffic flow of 30 years ago and just does not meet the needs of today with the increased flow of commute traffic that is placed upon it.

I drive this section of road every day to and from work and it is really bad. There is no slow lane for the school buses, grain trucks, bean trucks or farm equipment that use this highway at a speed of 30 to 40 mph and when faster traffic trys to pass, it creates a hazard.

If there is anything that you can do to help with this problem before 1981 it would be appreciated very much.

There is another matter that is closely related to this highway that I would like to bring to your attention also. There is not a place on or near this roadway for bicyle traffic.

I feel this would be a teriffic energy savings, since several friends and myself would love to ride to work on our bicyles. If a bike path could be incorporated into a new 4 lane highway on this section of 99N between Junction City and Eugene I am sure that the people of Lane county would greatly benifit.

Thank you
Sincerly
David L. Greenwalt
170 W. 2nd Ave.
Junction City, Ore
97448

David Greenwalt

Mrs. Harry Oberg
411 Deal Street
Junction City, Ore.
97448

Mrs. Harry E. Oberg

RECEIVED
STATE HWY ENGR
OCT 26 '77
REFER TO
FOR
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NOTED
H.S.COULTER

RECEIVED
OCT 26 1977
OFFICE
DIRECTOR of TRANSPORTATION

October 24, 1977

Mr. David L. Greenwalt
170 W. 2nd Ave.
Junction City, OR 97448

Same letter to:
Mrs. Harry Oberg
411 Deal Street
Junction City, OR 97448

Dear Mr. Greenwalt:

The preliminary six-year highway improvement program for the fiscal years 1979 through 1984 includes the provision for left-turn refuges on Highway 99 between Junction City and Airport Road, the need for which you indicated in your letter.

The current funding level for highways in Oregon will, under this preliminary proposal, provide for construction of that improvement in 1983. The part of the plan reflecting the improvements that would be undertaken if the voters in Oregon approve the measures for increased highway funding, as passed by the 1977 Legislature, suggests advancing this project to the year 1981.

The Department of Transportation will hold a public meeting to discuss that preliminary program at the Eugene City Hall on Thursday evening, October 27, beginning at 7:30 p.m. I urge you to consider appearing at that meeting to make your desires for highway improvements known at that time.

We are holding 39 public meetings throughout the state during the months of October and November in order to obtain public input on possible improvements, so the Transportation Commission can gain the benefit of the public's thinking regarding the direction the highway program should take for the next six years.

Sincerely,

for S. S. Coulter
State Highway Engineer

bc W. B. Klaboe
E. S. Hunter
Alfred Shirley, Jr.
L. W. Rulien
D. H. Moehring

October 19, 1977

Dear Mr. H.S. Coulter,

This letter is in regard to a problem in the Junction City, Eugene area. As you probably aware of a bad wreak involving a Junction City school bus injuried several school children. I feel that this could have been avoided had the section of highway 99N, between Junction City and Eugene been up dated with a four lane highway.

This roadway was made for traffic flow of 30 years ago and just does not meet the needs of today with the increased flow of commute traffic that is placed upon it.

I drive this section of road every day to and from work and it is really bad. There is no slow lane for the school buses, grain trucks, bean trucks of farm equipment that use this highway at a speed of 30 to 40 mph and when faster traffic trys to pass, it creates a hazard.

If there is anything that you can do to help with this problem before 1981 it would be appreciated very much.

There is another matter that is closely related to this highway that I would like to bring to your attention also. There is not a place on or near this roadway for bicycle traffic.

I feel this would be a teriffic energy savings, since several friends and myself would love to ride to work on our bicyles. If a bike path could be incorporated into a new 4 lane highway on this section of 99N between Junction City and Eugene I am sure that the people of Lane county would greatly benifit.

Thank you,
Sincerly
David L. Greenwalt
170 W. 2nd Ave.
Junction City, Ore.
97448

David Greenwalt

Mrs. Harry Oberg
411 Deal Street
Junction City, Ore.
97448

Mrs. Harry E. Oberg

10-27-77

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1961

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

October 21, 1977

Mrs. Marvin Stone
870 East 3rd
Junction City, Oregon 97448

Dear Mrs. Stone:

Your letter suggesting the possible widening or the addition of a turning lane to Highway 99 between Junction City and Eugene is appreciated.

The need for improving this section of highway, as well as many sections throughout the state, has been evidenced by our 1977 Oregon Legislature in passing measures for increased highway funding. If these measures are approved by the Oregon voters, many projects can be advanced and we will all benefit.

The Department of Transportation will be holding meetings throughout the state during October and November and I would suggest you attend the meeting in your area which will be at the Eugene City Hall, Thursday, October 27 at 7:30 p.m. It is people like yourself the Department is trying to reach to get the feelings for what should take priority in your particular area.

Sincerely,

Governor

RWS:cb

bcc: Dept. of Transportation

11-8-77 cy Shirley

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STATE HWY ENGR
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REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Art | File

COPY

October 18, 1977

Mrs. Marvin Stone
870 E. 3rd
Junction City, OR 97448

Dear Mrs. Stone:

The preliminary six-year highway improvement program for the fiscal years 1979 through 1984 includes the provision for left-turn refuges on Highway 99 between Junction City and Airport Road, the need for which you indicated in your letter.

The current funding level for highways in Oregon will, under this preliminary proposal, provide for construction of that improvement in 1983. The part of the plan reflecting the improvements that would be undertaken if the voters in Oregon approve the measures for increased highway funding, as passed by the 1977 Legislature, suggests advancing this project to the year 1981.

The Department of Transportation will hold a public meeting to discuss that preliminary program at the Eugene City Hall on Thursday evening, October 27, beginning at 7:30 p.m. I urge you to consider appearing at that meeting to make your desires for highway improvements known at that time.

We are holding 39 public meetings throughout the state during the months of October and November in order to obtain public input on possible improvements, so the Transportation Commission can gain the benefit of the public's thinking regarding the direction the highway program should take for the next six years.

Sincerely,

for R. S. Coulter
State Highway Engineer

bc F. B. Klaboe
R. S. Hunter
Alfred Shirley, Jr.
L. W. Kalina
D. H. Mechring

10-17-77

Mr. Coulter

Hwy 99 is Diffinatly a problem. The recent school bus mishap was the finale straw. Why risk the lives of hundreds in order to put up new Lights on Belt line. In many peoples opinion priority lies on Hwy 99.

I myself was involved in what could have been a serious accident just last month. Due to slow vehicles you see when some truck or farm equ 40-45 traffic backs up, people pass, thus risking lives. Every day I see 3 or 4 near head ons Due to this very problem.

The road condition is very poor. From Hwy 3 cutoff to JC I counted 8 places where there was potholes, rough road & ruts (that about 1½ miles) tires catch in Ruts & Holes and easely get thrown out of control

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OCT 18 '77
REFER TO Shirley
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and the road is to narrow for the amount & type of traffic. If I had a dollar for everytime I've had to pull off to the shoulder because of an oncoming truck, tractor, etc. I'd be rich enough to fix the road myself.

You see its very terrifying to drive this road but we have to.

Please see it for what it is- top priority. There just no other way- to look at it. especially when your forced to drive it every day.

My life, my babies lives, my communities are at risk. And just maybe you or someone in your family will be forced to become Hwy 99's next victim. But it can be changed.

Thankyou

Mrs Marvin Stone
870 e 3rd
Junction City Ore
97448

9061

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

October 19, 1977

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Junction City-Airport Road Section
Pacific Highway West
Lane County

TO: E. S. Hunter
Technical Services Engineer

This report on the status of the subject section has been prepared for use at the November Commission meeting.

Included are status narrative, project sketch map showing cost estimate, and a page showing 1976 ADT.

Attachment

DB:mc

STATUS NARRATIVE

JUNCTION CITY-AIRPORT ROAD SECTION

PACIFIC HIGHWAY WEST

This project has been designed for reconstructing the present 2-lane facility, 7 miles in length (3rd Street in Junction City to Airport Road) to a 4-lane facility. The proposed typical section provides four 12-foot travel lanes, a continuous 16-foot median and 10-foot paved shoulders. The present ADT ranges from a high of 9300 at First Street to a low of 7100 at Meadowview Road. The 1975 traffic accident rate was 1.90 accidents per million vehicle miles, which compares with the statewide average of 1.92 accidents per million vehicle miles for rural primary highways.

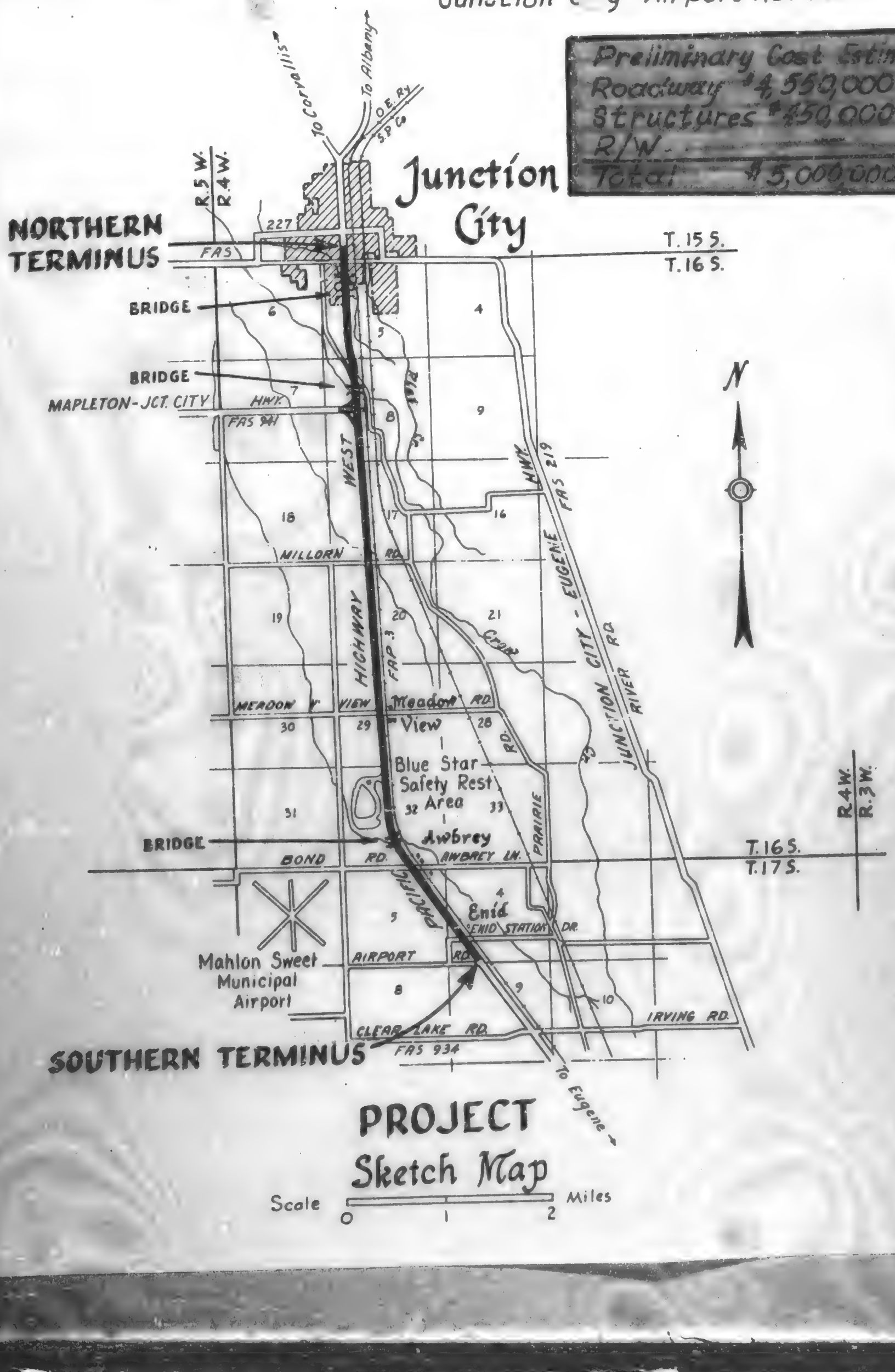
The Junction City-Airport Road Section is listed in the present Six-Year Program for construction in Fiscal Year 1981. It is proposed in the Preliminary Six-Year Improvement Program (FY 1979 through FY 1984) for construction in Fiscal Year 1981 under Program A (additional revenues) or in Fiscal Year 1983 under Program B (no additional revenues).

The project development is sufficiently advanced to let a contract within a short time (6 months, more or less) pending approval of funding.

Although the program estimate for this project has been projected at $6,750,000, our latest estimate indicates the construction costs would be about $5 million, 1977 prices.

Junction City - Airport Rd. Sec.

Preliminary Cost Estimate	
Roadway	$4,550,000
Structures	$450,000
R/W	
Total	$5,000,000



PROJECT Sketch Map

Scale 0 1 2 Miles

Junction City - Airport Rd Sec.
1976 A.D.T.

Mile Post	Location Description	1976 ADT All Vehicles
83.24	0.01 mile north of Tyler Street	5,700
83.32	0.01 mile north of Corvallis-Lebanon Highway (ORE34 Westbound)	6,500
83.34	0.01 mile south of Corvallis-Lebanon Highway (ORE34 Westbound)	9,100
83.42	0.01 mile south of Corvallis-Lebanon Highway (ORE34 Eastbound)	11,000
83.54	0.01 mile north of Monroe Street	11,900
83.68	0.01 mile north of Jefferson Street	11,900
83.70	0.01 mile south of Jefferson Street	11,300
83.90	0.01 mile north of Western Blvd.	10,500
83.92	0.01 mile south of Western Blvd.	10,600
84.21	Marys River Bridge	6,800

NORTHBOUND - ONE-WAY TRAFFIC

On Third Street

82.90N	On Dixon Creek Bridge	5,300
83.18N	0.01 mile north of Polk Street	6,000
83.26N	0.01 mile north of Tyler Street	5,900
83.34N	0.01 mile north of Corvallis-Lebanon Highway (ORE34 Westbound)	6,800
83.36N	0.01 mile south of Corvallis-Lebanon Highway (ORE34 Westbound)	10,000
83.43N	0.01 mile south of Corvallis-Lebanon Highway (ORE34 Eastbound)	13,300
83.56N	0.01 mile north of Monroe Street	13,400
83.70N	0.01 mile north of Jefferson Street	12,700
83.72N	0.01 mile south of Jefferson Street	12,100
83.92N	0.01 mile north of Western Blvd.	10,800
83.94N	0.01 mile south of Western Blvd.	10,300
84.14N	Marys River Bridge	6,800

RESUME TWO-WAY TRAFFIC

84.30	0.01 mile north of S.E. Crystal Lake Road	14,500
84.47	0.01 mile north of Avery Lane	12,000
84.49	0.01 mile south of Avery Lane	10,800
84.92	0.01 mile north of S.E. Alexander Avenue	10,600
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85.60	South city limits of Corvallis, 0.04 mile south of Goodnight Road	5,900
86.28	0.01 mile north of road to Kiger Island	5,700
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On Ivy Street

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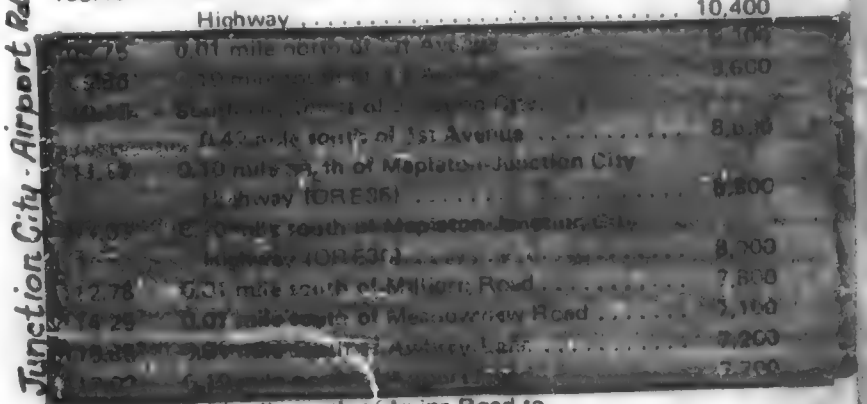
109.26	0.01 mile south of 10th Street	11,000
109.46	0.01 mile north of Junction City-Eugene Highway	10,700
109.48	0.01 mile south of Junction City-Eugene Highway	10,400



117.88	0.01 mile north of Irving Road to Santa Clara	11,300
117.90	0.01 mile south of Irving Road to Santa Clara	13,100
118.85	North city limits of Eugene, 0.43 mile south of Belt Line Road	11,500
119.21	0.10 mile south of Prairie Road	22,400
119.76	0.01 mile south of Bethel Drive	22,800
120.11	0.20 mile south of Pattison Street	23,700
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120.87	0.10 mile north of Elmira Road	24,300
121.13	0.01 mile north of Roosevelt Blvd.	25,200
121.15	0.01 mile south of Roosevelt Blvd.	27,300

EASTBOUND - ONE-WAY TRAFFIC

On 7th Avenue

122.24	0.01 mile west of Garfield Street	14,800
122.26	0.01 mile east of Garfield Street	17,600
122.76	0.01 mile west of Polk Street	18,300
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123.73	0.01 mile west of Willamette Street	20,100
123.88	0.01 mile west of Pearl Street	21,900
123.96	0.01 mile west of High Street	20,400

9061 IW

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 5, 1977

FROM: W. E. Cole
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Junction City-Airport Road
Pacific Highway West
Lane County
(Re: Status Report)

This status report on the subject project is presented in response to L. W. Rulien's letter dated September 30, 1977, (copy enclosed).

Right-of-Way

Rod Henry indicated that all of the right-of-way will be cleared in six months from today. The mandatory borrow source removal time limit expired December 31, 1977, but also indicated that provisions were set up in the original agreement that allows the state to request for an extension of this time limit. He will initiate this request through the Region.

Railroad

Jim Chidsey indicated that everything has been cleared with Oregon Electric Railroad.

Alternate Roadway Design

The project plans as designed can be updated within a week's time. The Alternate Roadway Design as suggested in my letter dated November 1, 1976, (copy enclosed) will require approximately two weeks of design time including drafting from the time the decision to "go" is given.

Environmental

Campbell Gilmour from the Environmental Section indicates that either Roadway Design Plan used would not effect the status of this project.

WEC:az
Enclosures
cc: Rod Henry
Jim Chidsey
Campbell Gilmour
W. E. Cole

1 Versteeg ✓ *Copy Trout
2 Christensen Dar
George
Olsen
Terpin
3 Sullivan Jw5
Scott
Savage

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OCT 07 1977
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up / /
Action

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: Robert A. Burco
Director

ORIGINAL SIGNED BY
L. W. RULIEN

DATE: September 30, 1977

File No.: PLA 11

FROM: L. W. Rulien, Assistant Director
Policy and Program Development

SUBJECT: Junction City-Airport Road Section
ORE 99

The Junction City-Airport Road section of ORE99 is listed in the present Six-Year Program for contracting in Fiscal Year 1981. We have shown it in the Preliminary Program in Fiscal Year 1981 Program "A" and in Fiscal Year 1983 Program "B".

The project development is sufficiently advanced to let a contract in within six months (possibly less) of a decision to "go".

LWR:ap
cc: F. B. Klaboe
E. S. Hunter
Hal Versteeg

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
Trout

RECEIVED
OCT 0 3 1977
ENGINEERING SECTION

Do Not File ☐
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Bring Up ___/___/___
Action

01.125-1587

FORM 61-734-2010

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
November 1, 1976

FROM: W. E. Cole
Design Team Supervisor

SUBJECT: Junction City-Airport Rd. Sec.
Pacific Highway West
Lane County

TO: MEMO TO THE FILES

The subject project has been designed for reconstructing the present 2-lane facility, 6.85 miles in length, to a 4-lane facility. The present ADT is 7,200; projected ADT is 12,900. The typical section calls for four 12' travel lanes, a continuous 16' striped median, and 10' paved shoulders with 6:1 rock slopes. Deviations from State or AASHTO standards were not used.

If this project were to be re-designed applying cost effective design standards, the typical section would be four 12' travel lanes, a continuous 14' striped median, and 8' paved shoulders with 4:1 rock slopes.

The estimated costs of the two designs are as follows:

Present Design $5,006,347.00
Alternate Design $4,589,000.00 -----Difference--$417,347.00 or 8.3%

The alternate design could be staged (Grade for 8' shoulders, pave 6' shoulders) an additional $154,000.00 could be realized.

WEC:az

9061 IW

FORM 81-734-5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

July 11, 1977

FILE: LOC 17

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Jct. City-Airport Rd. Sec.
Pacific Highway West
Lane County

TO: J. H. Versteeg
Road Design Engineer

Attention Duane Christensen

The installation of a traffic signal at Pacific Highway West @ First Street in Junction City later this month has resulted in a closer scrutiny of our preliminary plans for the subject section. We intend to install the signal poles at locations which will accommodate the projected four-lane construction and associated improvements.

The preliminary plan depicts a north to east decel and turning lane at First Street. After considering the location, traffic speed, turning volume and the fact that the intersection is being signalized, we believe the right turn lane is an "overkill" and propose that it be eliminated from the design.

jwg/cw

cc D. W. Greene
John Scofield

1 Versteeg
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUL 12 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Routine Copy
Do not File
Return To
Bring Up
Other

Hal

Orig. design with taper did not anticipate a signal. a taper should not be used with a signal but rather an extra lane if traffic warants it. at this location traffic does not warrant an extra right turn lane. We have instructed the field to leave the taper out as per their letter.

If you disagree please let us know!!

Dan L.

LETTER OF APPROVAL AMD/OR AUTHORIZATION

rF-262(11)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-22

COUNTY NAME: Lane

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 1 '76
REFER TO
Rulien
FOR

Info	Invest	R/D	D/R	Sign	Act	File

DATE PSR APPROVED:

DATE AUTHORIZATION EFFECTIVE: 11-8-76

FEDERAL ROUTE NUMBER: Primary 3

STATE ROUTE NUMBER: Primary 1 W

GENERAL LOCATION:
"Junction City-Enid Station Road Section"

GENERAL DESCRIPTION OF WORK:
Program change adding archeological reconnaissance to character ofwork.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change.
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 11-12-76 letter, I approve the program change adding archeology reconnaissance to the subject project and you are authorized to proceed with the work at a total estimated cost of $631.00 - Federal funds $532.

A copy of the approved archeology agreement is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-24-76	E. K. Hanson	Division Administrator

Form FR-1240 (REV. 6-68) EXISTING STOCKS OF FORM FR-1240 (REV. 6-65) WILL BE USED

★ U. S. GOVERNMENT PRINTING OFFICE: 1975-651-806

9061

PRO 6-2

Jct. City - Airport Rd

November 12, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Archeological Salvage

We request your approval of a minor program change to add archeological salvage including any or all of the three phases of work set forth in FHPM 7-7-4 (PPM 20-7) to the following listed projects.

It is understood your approval of the preceding request will result in authorization and obligation of additional federal funds, as tabulated, for each project. Reimbursement will be claimed on an actual cost basis.

Project No.	Requested Authorization Date	Project Est. Cost	Federal Funds
RF-196(30)	Nov. 8, 1976	$621	$532
RF-262(11)	Nov. 8, 1976	$382	$327

Enclosed are two copies each of form "Archeology Authorization" for each project for your approval. Upon approval please return one approved copy for our files.

We further request authorization to proceed with work by the U of O for each project on the date shown in the preceding tabulation.

JLG:re

cc: Gary Potter
D. E. Swan

A 9061

IW

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

November 1, 1976

FROM: W. E. Cole
Design Team Supervisor

SUBJECT: Junction City-Airport Rd. Sec.
Pacific Highway West
Lane County

TO: MEMO TO THE FILES

The subject project has been designed for reconstructing the present 2-lane facility, 6.85 miles in length, to a 4-lane facility. The present ADT is 7,200; projected ADT is 12,900. The typical section calls for four 12' travel lanes, a continuous 16' striped median, and 10' paved shoulders with 6:1 rock slopes. Deviations from State or AASHTO standards were not used.

If this project were to be re-designed applying cost effective design standards, the typical section would be four 12' travel lanes, a continuous 14' striped median, and 8' paved shoulders with 4:1 rock slopes.

The estimated costs of the two designs are as follows:

Present Design	$5,006,347.00	Difference--$417,347.00 or 8.3%
Alternate Design	$4,589,000.00	

The alternate design could be staged (Grade for 8' shoulders, pave 6' shoulders) an additional $154,000.00 could be realized.

RECEIVED
NOV 2 '76

REFER TO

FOR

Info | Inves | R/D | D/R | Sign | Act | File

WEC:az

use 4:1 - 8' shld + 1' median
11-3-76

Vertrees
Olson
Scott
Swanson
Lewis
Trout

RECEIVED
NOV 0 1 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

D.O.C.

Hal said to sit on this because it is proposed that this will be one of the public works projects.

Planned Dec. 1, 1976 to bring this up in staff for discussion. W.E.C.

1061

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REPLY TO ATTENTION OF:

NPPND-RF

6 October 1976

NOTED
E. S. HUNTER

Oregon State Highway Division
Highway Building
Salem, OR 97310

Gentlemen:

We are in receipt of your inquiry of 30 September 1976 concerning proposed construction along the Junction City-Airport Road section of Pacific Highway West, in Lane County.

Neither Crow Creek, the unnamed creek or the overflow channels have an average flow of 5 cfs or greater, and do not fall under the jurisdiction of the Corps of Engineers as set forth in the FWPCA Ammendments of 1972. Because of this, the Portland District will not require that permits be obtained for the proposed work.

Sincerely yours,

for A. J. HEINEMAN
Chief, Navigation Division

RECEIVED
STATE HWY ENGR
OCT 8 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

Encl. 1
Rec. W.
Sp.

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 30, 1976

Mr. John Payne
Corps of Engineers
Portland District
Post Office Box 2946
Portland OR 97208

Dear Mr. Payne:

Re: Junction City-Airport Road Section
Pacific Highway West, Lane County

The subject project includes replacement structures for five small streams or overflow channels as outlined below:

1. Overflow Channel

   Remove existing timber pile bridge; install 48-inch culvert pipe. Station 20+24 (MP 109.62).

2. Overflow Channel

   Remove existing timber pile bridge; construct channel change and riprap; construct 62-foot concrete bridge with roadway width of 86'2". Station 26+47 (MP 109.97).

3. Crow Creek

   Remove existing timber pile bridge; construct channel change and riprap; construct 62-foot concrete bridge with roadway width of 86'2". Station 83+20 (MP 111.04).

4. Overflow Channel

   Remove existing timber pile bridge; install two 8'7" x 5'11" structural plate pipes, arch installation. Station 145+30 (MP 114.58).

5. Unnamed Creek

Remove existing timber pile bridge; construct channel change and riprap; construct 62-foot concrete bridge with roadway width of 86'2". Station 321+30 (MP 115.56).

None of these watercourses are perennial tributaries to a navigable stream or a lake over five acres in area, although they might temporarily empty into the Willamette River system during a flood. We therefore request a disclaimer exempting this project from the permit requirements of Section 404 of the Federal Water Pollution Control Act.

Very truly yours,

Frank E. Terpin
Location Engineer

Attach

WAE:jp

bc W.J. Hart w/attach
J.H. Versteeg w/attach
C.G. Swenson w/attach
E.S. Hunter w/attach
Gary Potter w/attach
D.E. Keyes w/attach

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9061

1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

September 27, 1976

FILE: LOC 17

FROM: J. X. WILSON
Regional Construction Engr.

SUBJECT: Jct. City-Enid Sta.
Pacific Highway West
Lane County

TO: J. H. Versteeg
Road Design Engineer

Attention Bill Cole

In the event the prospective material source on the subject project is used by the successful bidder, we recommend that planting and paving of the roadway to the parking area be performed as part of the contract. These are the only improvements proposed for the foreseeable future.

jxw/cw

cc D. W. Greene

REFERRED TO
Beard, Reed
Cole WEC, Sample
Eriksen, Watson
Hager, Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
SEP 29 1976
LOCATION SECTION

1 Versteeg
Olson
2 Christensen Don
Scott
Swenson
Savage
Trout

RECEIVED
SEP 29 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not file ☐
Return To
Bring Up
Other

(#27 9061)

H-37

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 27, 1976

TO Executive Department
Federal Aid Coordination Unit

Lane Council of Governments
135 - 6th Avenue East
Eugene, OR 97401

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 5
Section: Junction City-Airport Road
Highway: Pacific Highway West, OR. RT. 99W
County: Lane

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 8, 1976.

BLG: md

Attachment

cc: G. L. Green
~~M. O. Coulter~~
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: A. Shirley, Jr.
District Engineer: William Anhorn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
SEP 29 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sig

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	ODOT H-37	Page One

02	12] APPLICANT: STATE HIGHWAY DIVISION	45]	46] DIVISION: DEPARTMENT OF TRANSPORTATION			79]
03	12] APPLICANT ADDRESS STREET: STATE HIGHWAY BUILDING	45]	46] CITY: Salem	60]	76] ZIP: 97310	80]
04	12] CONTACT PERSON: L. W. Rulien	45]	46] AREA CODE: 503	48] 49] PHONE: 378	55] 56] EXTENSION: 6563	59]
01	12] PROJECT TITLE: Junction City-Airport Road					71]
11	12] PROJECT LOCATION—CITY: Pacific Highway West OR. Rt. 99W		PROJECT LOCATION—COUNTY: Lane		PROJECT LOCATION: SEC: ---- T: 17S R: 4W	79]

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This project involves grading, paving, structures and those incidental items required to reconstruct the existing two-lane facility to a four-lane divided highway with 16-foot median. The proposed roadway will have two 24-foot travel ways with 10-foot shoulders. The overall length is 7.0 miles. 71]

07

08

09

10

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant: 4,900,000	30] (B) Other: ----	28] (C) State: ----	38] (D) Local: ----	44] (E) FUNDS: ----	52] (F) FUNDS: 4,900,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) 48] | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12B) 79]

14 12] FEDERAL PROGRAM TITLE: Title I, Public Works Employment Act. (S. 3201) 71]

15 12] FEDERAL AGENCY NAME: U.S. Department of Commerce 48] | 46] FEDERAL SUB-AGENCY NAME: Economic Development Admin. 79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPLT GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 ☐ No 30 Date: Sept. 27, 1976	Yes [X] 31 ☐ No 32	Yes ☐ 33 No [X] 34	Yes ☐ 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: October 42] | 43] DAY: 8 44] | 45] YEAR: 1976 46]

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency None

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

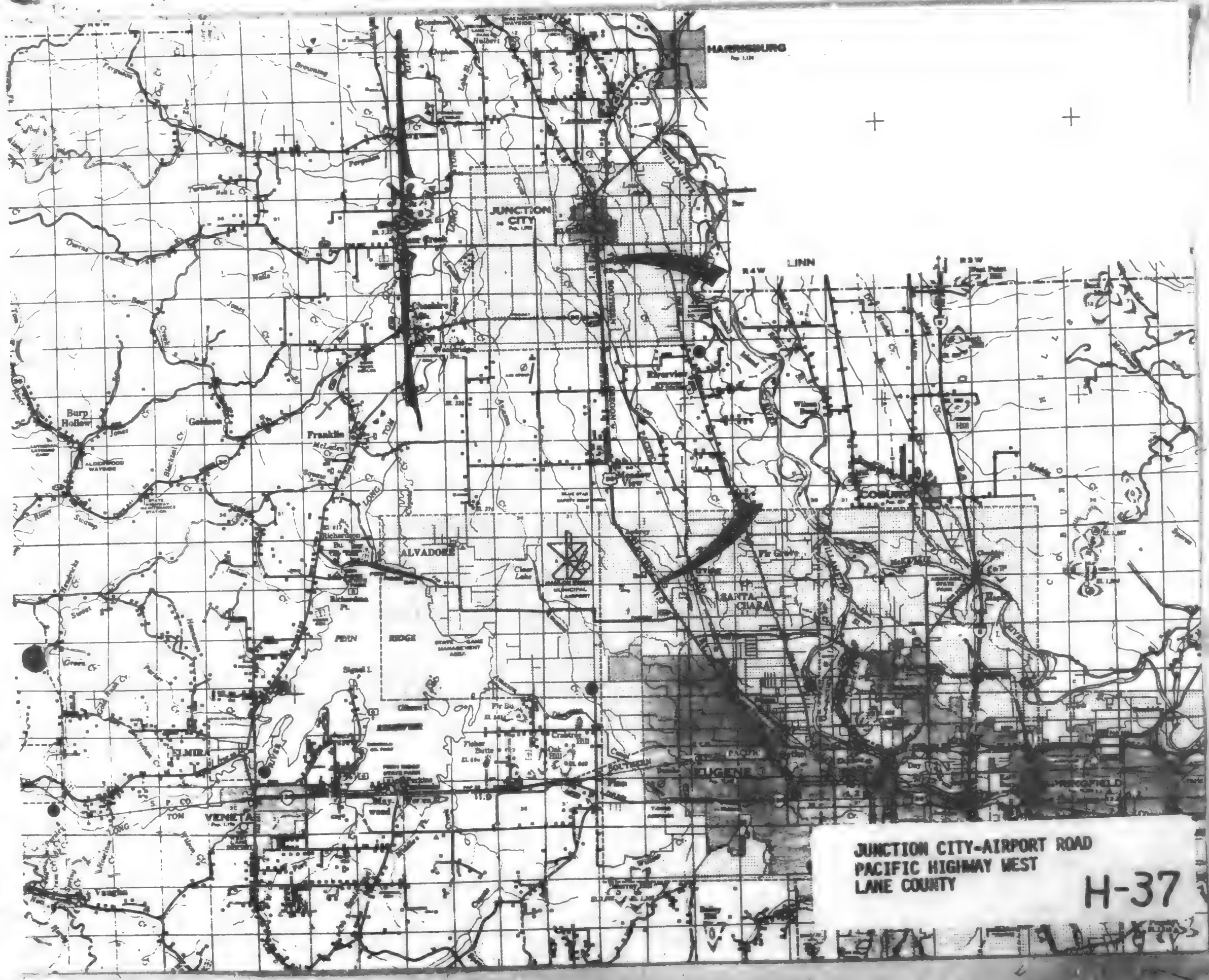
	FEDERAL SHARE		STATE SHARE		TOTAL
First Year	%___	$	%___	$	%___ $
Second Year	%___	$	%___	$	%___ $
Third Year	%___	$	%___	$	%___ $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 Project of major-nonsignificant environmental impact under Oregon's Action Plan.


HARRISBURG
JUNCTION CITY
LINN
R4W
R3W
Burp Hollow
Goldson
Franklin
McLaren
ALVADORE
Riverview
COBURG
SANTA CLARA
PEORIA
RIDGE
Fisher Butte
Oak Hill
EUGENE
PACIFIC
VENETA
JUNCTION CITY-AIRPORT ROAD
PACIFIC HIGHWAY WEST
LANE COUNTY
H-37

#9661

DIRECTOR'S FILE

July 21, 1976

Mr. John L. Barber, Jr.
Barber and Bradley
Attorneys at Law
1280 Pearl Street
Eugene, OR 97401

Dear Mr. Barber:

We are embarked on the painful but necessary task of re-evaluating our construction priorities, particularly for projects to be funded with federal aid primary monies. The task is painful because we are well aware of the fact that there are tremendous needs for improvements on the federal aid primary system and not nearly enough funds to make those improvements.

For your information, the federal aid primary system in Oregon consists of about 4,900 miles of arterial highways. In other words, most of the important long-distance roads you would travel in getting around the state, other than the Interstate highways, are on the federal aid primary system. The annual apportionment of federal funds to Oregon for projects on the primary system is about $18,000,000. The high inflation rate has escalated our job costs to the point where many worthwhile projects have very nearly priced themselves out of the market. In addition, these funds must be used to repave those many miles of highway that are becoming aged and distressed and to replace structures that have become old and outmoded.

A reasonable mixture of these repaving projects and structure replacement projects must be done with this federal aid money in order to keep the existing highway system together and to prevent an undue increase in maintenance costs. Our current estimate of the improvement to the Junction City-Airport Road section of Highway 99W is $6,750,000. In considering all of the priority work, as well as the other needs of the system mentioned above, we find it necessary to defer the Junction City-Airport Road project.

We appreciate your interest and wish we were in a position to respond more optimistically. Our state revenue has not recovered from the oil crisis and an increase provided by the last Legislature has not materialized due to a referral to the November ballot. We must, therefore, re-evaluate the kind of work we can do, at least until the federal government makes additional funds available for the primary system and until we can get a better picture of future state revenues for highway purposes.

Sincerely,

Robert A. Burce
Director of Transportation

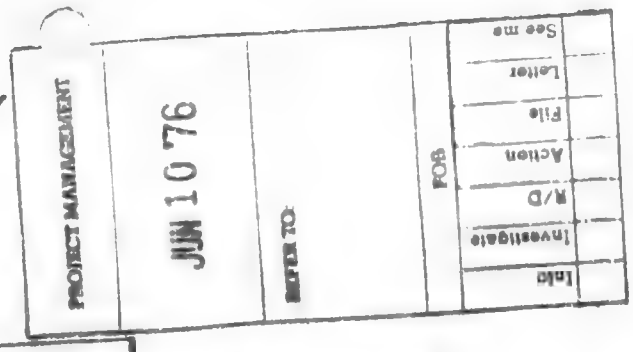
RAB:LWR:ljt

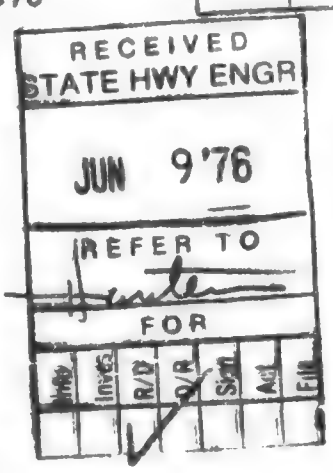
bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
L. W. Rulien
A. Shirley, Jr.

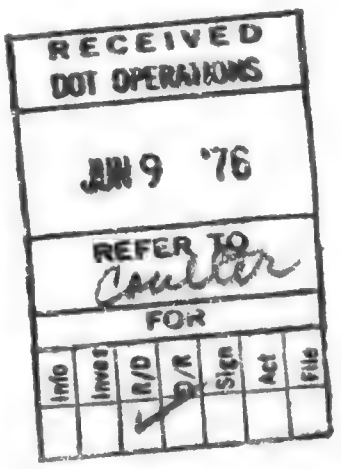
BARBER AND BRADLEY
ATTORNEYS AT LAW
1280 PEARL STREET
EUGENE, OREGON 97401
TELEPHONE 345-0340

JOHN L. BARBER, JR.
RAYMOND J. BRADLEY

June 8, 1976







due DOT 6-16

State Highway Commission
Salem, Oregon 97310

Attention: Glenn L. Jackson, Chairman

Dear Mr. Jackson:

About one and one-half years ago it was announced that the State Highway Department was going to make a four lane highway between Eugene and Junction City on Highway 99. An effort was made to remove gravel from a State owned gravel pit about one mile south of the junction of Highway 36 and 99, The State wanted to enlarge the pit and the Planning Commission here in Lane County turned it down.

I was very annoyed about this so when the matter came up before the County Board of Commissioners, I voluntarily testified in behalf of the State because I felt it was expedient and also would save the State a lot of money by using that gravel pit instead of buying the gravel and fill dirt on the open market and having to haul it many miles. The State Highway Department obtained permission to remove the gravel and fill dirt from their own gravel pit as herein indicated.

Now I read with dismay that the State Highway Commission may try to put this construction off to a later time.

This highway is very heavily traveled and very definitely should be widened to four lanes from the Airport junction at least to Highway 36. The State owns the land, the traffic is heavy, and the highway needs to be widened. I read in the paper that you had a hearing here recently in Eugene on the matter, but I did not know of the hearing or would have attended.

Please give this construction job a favorable decision as it is long overdue, and it is my understanding that all the "barriers" have now been removed.

Sincerely,

BARBER & BRADLEY

John L. Barber, Jr.

JLB/lk

Cor. 51-4
Rec 10.

ROUGH DRAFT FOR MR. BURCO'S SIGNATURE

July 1, 1976

Mr. John L. Barber, Jr.
Barber and Bradley
Attorneys at Law
1280 Pearl Street
Eugene, OR 97401

Dear Mr. Barber:

820-H

We are embarked on the painful but necessary task of re-evaluating our construction priorities, particularly for projects to be funded with federal aid primary monies. The task is painful because we are well aware of the fact that there are tremendous needs for improvements on the federal aid primary system and not nearly enough funds to make those improvements.

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7-2-76 to orig Burco

Road Section of Highway 99W is $6,750,000. In considering all of the priority work, as well as the other needs of the system mentioned above, we find it necessary to defer the Junction City-Airport Road project.

We appreciate your interest and wish we were in a position to respond more optimistically. Our state revenue has not recovered from the oil crisis and an increase provided by the last Legislature has not materialized due to a referral to the November ballot. We must, therefore, re-evaluate the kind of work we can do, at least until the federal government makes additional funds available for the primary system and until we can get a better picture of future state revenues for highway purposes.

Sincerely,

BARBER AND BRADLEY
ATTORNEYS AT LAW
1280 PEARL STREET
EUGENE, OREGON 97401
TELEPHONE 345-0549

JOHN L. BARBER, JR.
RAYMOND J. BRADLEY

June 8, 1976

RECEIVED
DOT OPERATIONS
JUN 9 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DOT
6-16

State Highway Commission
Salem, Oregon 97310

Attention: Glenn L. Jackson, Chairman

Dear Mr. Jackson:

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Please give this construction job a favorable decision as it is long overdue, and it is my understanding that all the "barriers" have now been removed.

Sincerely,

BARBER & BRADLEY

John L. Barber, Jr.

JLB/lk

RECEIVED
JUN 9 1976
OFFICE
DIRECTOR of TRANSPORTATION

• 1979 Junction City-Airport Rd. 9061
• Sec., Pac. Hwy. W. (Grade, pave,
• signing, illum. & signals) #1

RR 992 10-12-79
CEQA 5257 4-9-75
CEQA-5386 7-7-75

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 29, 1976

TO MEMO TO THE FILE

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Oregon Transportation Commission Meeting
Highway Division and Parks Agenda
June 29, 1976

AGENDA ITEMS:

All items on the Highway Division and Parks Agenda were approved as presented.

Item 5j concerning the Six-Year Highway Improvement Program was discussed at some length by Mr. Coulter and Mr. Burco. The program will be published as approved. This action includes approval for contracting FY 1977 and 1978 projects so far as funds will allow. Preliminary engineering necessary to advance the other projects shown for succeeding years was also approved.

NOA ITEMS:

There were no NOA Items presented.

DELEGATIONS:

1. Mr. Ronel Paddock (Mayor of Oakridge) Chairman of the Lane Council of Governments (L-COG), explained to the Commission the concern of L-COG and the local public jurisdictions for the continuation of a top priority rating for the Junction City-Airport Road, Sutton Lake-Florence, and Noti-Veneta Projects. Mr. Paddock emphasized that the Noti-Veneta Section continues to be the No. 1 priority with L-COG and the local jurisdictions involved.

Mayor Richard Gutman of Veneta indicated that the Noti-Veneta Section was in serious need of immediate improvement.

Chairman Jackson explained that in the foreseeable future, there are not funds available with which to construct

the larger projects such as Noti-Veneta and Junction City-Airport Road Sections. He stressed the need for the Department of Transportation to proceed with projects that would preserve the integrity of the highway system, such as critical bridge replacements and pavement overlays. He further stated that the Commission could not accede to their request to move the projects up to an earlier date, as funds were not available.

2. Ink Koeber, Chairman of the Oregon Coast Association, expressed the Association's concern over setting back the Neskowin-Oretown Section of the Coast Highway to FY 1982.

Chairman Jackson responded by saying that this was one project he'd like to see built as soon as possible and that the Forest Highway Program would be reviewed this fall at which time serious consideration would be given to moving that project to an earlier date for construction.

3. George Cooper, Councilman, City of Grants Pass, introduced Mr. Dave Brashears, Planning Director of Josephine County, who asked the Commission to include the third bridge project in the Six-Year Program. He stated that the City understood the financial constraints of the Commission but desired that the Commission formally recognize the project by inclusion in the Six-Year Program and requested that the preliminary engineering be continued so that if funding becomes available within the next decade, the project would be ready for contract.

Chairman Jackson advised the delegation of our efforts to add this new route to the Interstate System. However, he offered no encouragement for its approval as an Interstate route or for the inclusion of the project in the Six-Year Program.

4. Senator Jernstedt introduced a delegation from Hood River and Jerry Routson, County Commissioner and Chairman of the Mid-Columbia Economic Development Commission. They requested that the Mt. Hood-Willow Flat Project be returned to the FY 1977 instead of the proposed FY 1979 date.

Chairman Jackson advised the delegation that the project had been rescheduled in the Six-Year Program for

the FY 1977 during the last two days, following a review of public testimony.

NEXT MEETING DATE:

The next regular meeting of the Commission will be on Tuesday, July 27.

ESH:ja

cc Transportation Commission
C. W. Head
Robert A. Burco
F. B. Klaboe
H. S. Coulter
R. N. Bothman
R. L. Schroeder
J. B. Boyd
V. E. Skeog
George Bell
D. G. Talbot
C. O. Fredrickson
L. E. George
E. L. Hardt
W. J. Hart
D. N. Harwell
R. P. Hamilton
Gene Huntley
John C. Jenkins
Carroll Keasey
D. H. Moehring
Gary Potter
R. E. Royer
L. W. Rulien
W. E. Schwartz
Alfred Shirley
Frank Terpin
J. H. Versteeg
Carl Williams
Walter L. Barrie
Jack Sollis
Federal Highway
Administration

4061

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

June 22, 1976

RECEIVED STATE HWY ENGR JUN 23'76 REFER TO FILE FOR Info Invest R/D D.R

FROM: L. W. Rue
Project Management Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Assign. ESH 817
Letter from Ronel Paddock, L-COG
regarding deferral of projects

E. S. HUNTER

NOTED
E. S. HUNTER

817-H

The Lane Council of Governments has expressed its concern for the priorities that three projects in Lane County were given in the Highway Division Preliminary Six-Year Improvement Program. The projects are:

1. Junction City-Airport Road.
2. East Unit, Noti-Veneta.
3. Sutton Lake-Florence.

The Junction City-Airport Road project is a widening to four lanes and channelization project on Hwy. 99W north of Eugene. Developmental work has been completed on the project and it is about ready to let the contract. However, it is a costly project carrying a current estimate of $6,750,000. As you know, we are taking a careful look at the type and kinds of work that can be done with our limited federal aid primary money. We have injected into our preliminary program some necessary jobs to help preserve the existing highway system and to help ultimately to reduce the demands on the maintenance dollars. In considering the bridge replacements and overlay type of work, obviously something has to be shelved, and because of the particularly high cost of the Junction City-Airport Road project it has been deferred. The project is in the existing Six-Year Program for F.Y. 1976, in the preliminary program for F.Y. 1982 and in Alternates 1, 2 and 3, F.Y. 1977, 1980, and 1981 respectively. We have reacted to the concern of the Lane County area but because of the other demands on this category of federal aid funds have not been able to give the project the priority it previously enjoyed.

The East Unit, Noti-Veneta Section is on the Florence-Eugene Highway west of Eugene. The project requires an environmental impact statement, a hearing, and there still is about half of the right-of-way to be acquired. The project is in the current Six-Year Program for F.Y. 1978. It was shown in the preliminary program for F.Y. 1979 and we have proposed it for F.Y. 1978 in Alternates 1, 2 and 3. F.Y. 1978 appears to be about the earliest practical date at which the project could be readied for a contract letting.

The Sutton Lake-Florence project is on the Oregon Coast Highway northerly of Florence. As you know, the existing facility has experienced strip development. There is alot of traffic and with the strip development alot of turning movement. The project is in our existing program for F.Y. 1978.

It was in our preliminary program for F.Y. 1981 and as a result of the public meetings we have shown it in Alternate 1 for F.Y. 1980 and Alternates 2 and 3 for F.Y. 1979. The project is in its early stage of development. A citizens advisory committee has been chosen and F.Y. 1979 is probably reasonably consistent with about as early a contracting date as practical dependent, of course, on the final design of the project and the extent of right-of-way acquisition.

The Lane Council of Governments indicates that the East Unit, Noti-Veneta and the Sutton Lake-Florence projects are their greatest concern and we have reacted to that concern to the best of our ability in preparing the alternates for the Commission's consideration.

LWR:ljt

cc: H. S. Coulter
A. Shirley, Jr.

LANE COUNCIL OF GOVERNMENTS

SERVING CITIZENS OF LANE COUNTY FOR MORE THAN A QUARTER OF A CENTURY

135 SIXTH AVENUE EAST
EUGENE, OREGON 97401
(503) 687 4283

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for Burco

June 3, 1976

cy Head
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Klabot - Prepare suggested reply
6-4
dm

Mr. Robert Burco, Director
Department of Transportation
Highway Building
Salem, OR 97310

Dear Mr. Burco:

The Board of Directors of the Lane Council of Governments, at its May 27 meeting, reviewed the Highway Division's Preliminary Six Year Highway Improvement Program. The Board was disturbed to find that three important projects in Lane County, programmed between FY 1976 and FY 1978 in the 1975 Six Year Program had been re-programmed for construction between FY 1979 and FY 1982 in the 1976 Preliminary Program.

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Highway 99 from Junction City to Airport Road slipped from FY 1976 to FY 1982, Highway 126 from Veneta to Noti dropped one year from FY 1976 to FY 1979, and Highway 101 from Sutton Lake to Florence was delayed from FY 1978 to FY 1981.

While it is acknowledged that the Highway 99 project has encountered technical problems, the proposed delay seems excessive. Intersection improvements along Highway 101 were cited as a high priority for the use of state highway bond money and were listed as such until it was learned that FAP funds would be used to reconstruct the entire section. The problem areas, which could have been improved with bond money, can ill afford another three years without improvement. Highway 126 from Veneta to Noti has been a long standing priority for Lane County governments. Local commitment to the project was indicated by the Board's decision in February 1976 to offer part of the Lane County share of the bond money as federal aid match so that the project could be completed on schedule. Instead of advancing, the project has now been delayed another year.

The local commitment to these projects, particularly the latter two, should be obvious in view of L-COG Board actions over the past several years. The Board finds the postponement of these projects most disturbing. It appears that the results of an intelligent planning and programming process have been negated by political

6-8-76
Burbeim
She prepare a report for the Comm. info by June 21.
ESH

WILLIAM PADDOCK, CHAIRMAN | ROBERT C. SMITH, VICE CHAIRMAN | L. DOUGLAS HALLEY, EXECUTIVE DIRECTOR

pressure from other counties. The Board protests the proposed delay in the above projects and insists that the projects on Highways 126 and 101 be advanced to the program year listed in the 1975 edition of the Six Year Program and that the Highway 99 project be programmed before 1982.

In order to clarify the points expressed herein, the Board would like to present its concerns to the Transportation Commission and hereby requests time at the June 29, 1976, Commission meeting to do so.

Cc Cranford 6-7-76

Sincerely,

Ronel Paddock
Chairman, L-COG Board of Directors

RP:rw
cc: William Cranford

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JUN 4 1976
OFFICE
DIRECTOR of TRANSPORTATION

9061

FORM 6-65

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 14, 1976

TO MEMO TO FILE

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Junction City Airport Road Section
Pacific Highway West
Lane County

The schedule dated May 7, 1976 shows this project as being delegated to a code date of December 1, 1987.

File 48561 - Witham, was purchased by the State as a material source for this project. To use this material source it was necessary to get a variance from the Lane County Planning Commission. The variance was approved for a period of two years ending at the conclusion of the calendar year 1977. We can expect that the property will no longer be useful as a material source after that date.

JRO:al
cc E. S. Hunter
R. L. Schroeder
J. H. Versteeg
L. W. Rulien

NOTED
R. L. SCHROEDER

RECEIVED
MAY 14 1976
Office of
Assistant State Highway Engineer

9061

NOTED
E. S. HUNTER

DEPARTMENT OF JUSTICE

Memorandum

TO: Lee Johnson
Attorney General

DATE: April 20, 1976

FROM: Leslie B. Hampton LBH
Assistant Chief Trial Counsel

SUBJECT: Daniel J. Desler v. Lane County Board of Commissioners
Case No. 75-5052 (L 7266)

I want to bring to your attention and commend Don Howe's successful handling of the above-mentioned case. The case was on a writ of review of an order of the County Commissioners granting a conditional use permit to the State.

The Highway Division purchased a 40 acre parcel about three miles south of Junction City. It was zoned farm-forestry 20 by Lane County. The parcel was designated agricultural in the Eugene-Springfield 1990 Comprehensive Plan.

The Highway Commission applied for a conditional use permit to produce fill material, crushed rock and asphaltic concrete on the property. The application was denied by the Planning Commission but, upon appeal, was granted by the Lane County Board of Commissioners. A petition for writ of review was filed in the Lane County Circuit Court.

At this time the case was referred to the Trial Division. I assigned it to Don Howe for handling. We filed a Petition and were allowed to intervene in the proceeding.

Unfortunately, recent opinions of the Court of Appeals has substantially limited the authority of the county court to grant a conditional use permit that varies from the terms of a comprehensive plan. At the first impression, the comprehensive plan did not appear to allow the removal of gravel from "agricultural" zoned property. Applying a general state statute and specific provisions of the Lane County Zoning Code, Don developed a theory that the conditional use granted would, in fact, conform to the comprehensive plan. The Parks Department has a long range plan to establish a "fishing pond" facility on the subject parcel. Based on those plans, Don also argued that the gravel removal was only one phase of the park development plan. Park use is allowable in residentially zoned areas.

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Please Release

Circuit Judge Edward Leavy, based on Don's memorandum and oral argument, ruled that the Board of Commissioners had properly interpreted the facts and applied the law in granting our conditional use permit. The use of this site as a material source will have a substantial economic effect on our Junction City Airport Road widening of Pacific Highway West. Our engineers calculated that the haul cost from the next closest site available would approximate $300,000 - $400,000. Don did a good job on this case.

LBH:lc

cc: Fred B. Klaboe
John Leahy
Walter Berry
Carroll Keasey

Visited Ida afternoon 12-22-75

Advised Sam of borrow source solutions
Airport Rd. Fort Ctg. Have filed
court of review without supported slope
our permit to borrow on the additional
property against to the old fill.
Don would likely be able to sell
only the embankment of a local
pit set. If other than local got his
he might sell aggregate also.

12-24-75
Called Dunbar and explained our positions
as outlined on the attached sheet.

ELH

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Office of
Assistant State Highway Engineer

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H.S.CCULTER
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Site Costs

Acquisition	$46,000
Reclamation	$20,000 ?
Total	$66,000

Commercial Sources

Dester

(Bow) Add. Haul	2.1 x $0.25 x 180,000 C.Y.	= $94,500
(Agg.) " "	2.1 x $0.25 x 135,000 CY.	= $70,875
		$165,875
Royalty	$0.15 x 315,000 C.Y.	= 47250
	Total	$212,625

Borrow Only (Dester)

Haul		$94,500
Royalty	$0.15 x 180,000 CY.	= 27,000
	Total	$121,500

1- Economics favor state source
2- Old pit need rehabilitation - cost for same very little less than rehab. after borrow.
3- Wildlife Comm. is desirous of obtaining new site and feel it would receive enough use to more than justify.
4- Agg. optional with contractor.
5- Borrow mandatory to effect rehab. of existing pit and to enlarge for better recreational utilization.

9061

1W

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE April 6, 1976

TO J. H. Versteeg
Road Design Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT File 48561
Junction City Airport Road Section
Pacific Highway, West
Lane County

I am attaching a letter from Mr. Donald J. Howe that briefly summarizes the restrictions placed upon the use of the property by Lane County.

Please incorporate this into your specifications for this project.

JRO:ha
Att.
CC Alfred Shirley
Donald J. Howe

REFERRED TO

Board ____ Road ____
Cole W.C.G. Sample ____
Brisson ____ Welsh ____
Hager ____ Wells ____
Return Discuss Do File Copy
BY FINAL DESIGN ENGINEER

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ROAD DESIGN SECTION

1 Versteeg
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PROJECT MANAGEMENT
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LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

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April 5, 1976

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MAINTENANCE OFFICE

Mr. John R. Oakes
Assistant Right of Way Engineer
Department of Transportation
Highway Division
Right of Way and Development Branch
111 State Highway Building
Salem, Oregon 97310

Re: Daniel J. Desler, et al v. Lane County Board of Commissioners, et al
Lane County Circuit Court No. 75 5052

Dear John

This is the case which I have previously discussed with you wherein we were granted a Conditional Use Permit to take and process gravel from 40 acres we purchased adjacent to Highway 99 south of Junction City.

I am happy to report that I appeared in this matter before the Circuit Court in Lane County on Friday, March 26th, and the court responded favorably to our position and upheld the County Board grant of the permit.

One purpose in writing this is to call to your attention the fact that the permit allows the use only until December 31, 1977 and requires the area to be rehabilitated as a park by December 31, 1980.

Sincerely

Donald J. Howe
Assistant Attorney General

ROSEBURG REGION
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lc

cc: Dave Jones
CC: J X W. Lon
Doug Green
4-6-76
CC: J. H. Versteeg - Your info
D-X.W.

9061

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 16, 1975

NOTED
E. S. HUNTER

Mr. John Porter, Chairman
Transportation Planning Committee
Lane Council of Governments
135 Sixth Avenue East
Eugene, OR 97401

Dear Mr. Porter:

Re: Junction City-Airport Road Section
Pacific Highway West
Lane County

Pursuant to our letter of August 15, your request that we not designate as a bikeway the shoulders of the subject section was presented to the State Bicycle Advisory Committee at their September 12 meeting in Baker.

The Committee voted to recommend that the section not be designated as a bikeway. As a result, we are deleting this work from the plans for this project.

Thank you for your concern.

Very truly yours,

Victor D. Wolfe
Location Engineer

By

Donald E. Shaffer
Bicycle Route Engineer

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bc E. S. Hunter
J. H. Versteeg

Form 81-734-5128

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FORM E-20X—20M—7-66

NOTED
A. B. MYERS

File: LOC 16-1
4421

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
D. W. GREENE

Eugene, OR 97403
August 18, 1975

To: Memo to the Files

SUBJECT: Material Source
Junction City-Airport Road
Pacific Highway (West)
Lane County

In January of 1975 we began the lengthy process of securing a conditional use permit for the extraction of materials on ten acres of property the Highway Division owns adjacent to the subject section of highway at Station 142. This was brought on by our application for a surface mining permit. When the mining permit application hit the State Clearinghouse, Lane County Planning Division Planner Vern Delk wrote to the Division that a conditional use permit was required. We began the process to secure a conditional use permit and subsequent to our conditional use permit application, the county planning staff determined that we had "grand daddy" rights for material extraction on the ten acres.

An adjacent property owner noticed our exploration work and approached our Region Geologist to see if we were interested in purchasing his property for material extraction. The Geologist secured the property owner's permission to explore his property for suitable gravels which were available. We then took an option on the property adjacent to our ten acres. The additional acreage is 40 acres and the total of 50 acres more than meets our requirements.

To make a long story short, we were required to make an application to the Lane County Planning Commission for a conditional use permit on the 40-acre parcel. After two hearings, our application was denied and we appealed to

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A. Olson
Tarpin
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Swenson
R. Olson
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the County Commissioners. We then had two hearings before the County Commissioners where our request was granted. The whole process is best summed up in our final presentation of the application (copy attached).

As a result of grant of the conditional use permit, we must meet the following criteria:

1. The hours of operation shall be from 6:00 a.m. to 6:00 p.m., Monday through Friday.
2. Excavation shall not be conducted closer than 150' to any residentially developed property boundary.
3. Stock piling and sedimentation ponds shall not be located closer than 25' to property lines.
4. The haul road shall be constructed along the north property line and be maintained in a dust free condition.
5. Employee and equipment parking shall be located within the boundaries of the property.
6. No direct discharge of operational waters shall be made into adjacent streams.
7. The crushing operation and the asphalt plant shall be sited as far from the residential land use as possible.
8. An Air Contaminent Discharge Permit shall be secured from the Lane Regional Air Pollution Authority.
9. An approved rehabilitation plan is required.

Other requirements may be made by the SCS and the Oregon Wildlife Commission.

The steps that should be taken now are to:

1. Exercise the option.
2. Meet with Design & Specifications in Salem to show them what we must have in plans and specs.
3. Prepare rehabilitation plan.
4. Review with Lane County Planning staff rehabilitation plan.
5. Concurrent review of plans and specs must be made with the SCS and Oregon Wildlife for their imput.

One final requirement is that the source not be mandatory beyond the requirement to secure the more than the embankment out of the source. The reasoning is two-fold: (1) to rehabilitate the existing, and (2) to allow the local commercial suppliers to bid on the project.

David Jones
Assistant District Engineer

DJ/rt

cc: J. X. Wilson
D. W. Greene

OREGON HIGHWAY DIVISION

CUP #75-88

JUNCTION CITY-ENID STATION

PAGIFIC HIGHWAY WEST

In our engineering preparation for the "four-laning" of the final section of Highway 99 between Eugene and Junction City, it became necessary to import several thousand cubic yards of common material for the roadway embankment. Knowing this fact and the fact that the State owned the borrow pond, adjacent to the project; we saw this as a good time to rehabilitate the pond, provide a fish pond, and at the same time provide the necessary embankment material.

Our Geologists found during their exploration that there were good gravels suitable for crushing aggregates and paving materials. Also, at the time of our geological exploration, our geologist was approached by one of the owners of tax lot 100 to find out if we would be interested in purchasing tax lot 100 for the extraction of gravels. Our Geologist then secured permission from the owner to explore tax lot 100 for gravels. He found good gravels under tax lot 100. We took an option on tax lot 100 and began an engineering evaluation attempting to determine the feasibility of using this site for all the required materials for the project. We found the following:

1. The gravels and dirt on tax lot 100 and tax lot 400 were suitable for the required embankment, crushed gravel material and paving materials.
2. The quantity of material was more than adequate for our total needs.
3. The provision of a material source would stimulate competitive bidding and should provide the taxpayers with the best product for the least money.

4. The use of this source will not remove material from the existing commercial sources in the area.
5. The additional traffic caused by hauling vehicles is the least disruptive from an on the job site source, such as this source.
6. The projected savings in hauling costs from this source versus the nearest commercial source alone amounts to between $300,000 and $400,000.
7. The fuel savings of diesel amounts to 40,000 to 50,000 gallons.
8. The economic stimulation of this project to Lane County is that it should provide some 60 to 70 direct jobs and 300 to 400 indirect jobs.
9. The SCS soil maps indicate that the soils on tax lots 100 and 400 are either unsatisfactory or too wet for effective agricultural use, consequently they have not been used for years except for some minor pasturing of livestock.
10. The development of a regional fishing area of this size is a great asset to the Junction City area and would be accessible by either motor vehicles or bicycles using the paved shoulders of the new highway.
11. The ultimate goal of providing safety and efficiency of travel would be met.
12. All operations will be covered by applicable County, State and Federal laws and regulations.
13. From a negative standpoint there is one residence that would be less than ¼ mile from the plant sites during the extraction, crushing and paving operations.

From a total evaluation engineering standpoint it was deemed to proceed on the basis that this source was the best environmentally, economically and the most feasible.

Concurrent with our evaluation of this source we were working with the Oregon Wildlife Commission to establish the physical characteristics of the ponds. We determined the following:

1. The shape should be irregular to break up the water waves caused by wind, and this would cut down on erosion until seedings and plantings stabilize.
2. The slopes of the ponds should be 3:1 to provide safer waters for fishermen and swimmers. The flatter slopes also enable plant life for fish food to grow better.
3. The depth of the ponds should be 15 to 25 feet to provide waters at the temperatures required to sustain the fish life that the Wildlife Commission intends to plant.
4. The existing trees will be maintained as much as practical and additional plantings will be made to provide shade on the ponds and cut down wind currents which in turn will cut down erosion on the pond slopes.
5. Fish control devices may be required on the final evaluation by the Wildlife Commission. In order to prevent trash fish from entering the pond area during periods of high runoff of water in the area.
6. The Wildlife Commission intends to make available an allocation of fish as soon as our work of constructing the ponds is done. This is being done because in a controlled situation such as we are developing, they can use it as a means to study the actual

harvest of the fish they plant and their habits and growth.

It is anticipated that the actual time of operation for the removal of materials will be from six to eight months, but the completion of the site cleanup and rehabilitation may take as much as three years depending on the weather.

The Oregon State Highway Division has been working on the total project with the following public entities and has their concurrence either on the total project or their area of special concern, they are:

Soil Conservation Service

City of Junction City

Lane Council of Governments

The proposed method of excavation and removal will be by normal construction procedures using mechanized equipment.

The slopes of the excavation will be 3:1, and there will be a minimum set-back of 150 feet from the property lines. The total area is fifty acres with 16.3 acres being used for excavation. The depth of the excavation will be twenty-five feet.

The quantity of the material to be excavated is approximately 373,000 cubic yards.

The hours of operation will be 6:00 AM to 6:00 PM.

Air quality will be controlled by watering for dust control and the standards of Lane County Air Pollution Authority in the case of manufacturing plants (rock crusher and paving plant). The noise level will be buffered by an existing tree line. Water pollution will not be a problem, because there is no running river or creek adjacent to the proposed excavation area.

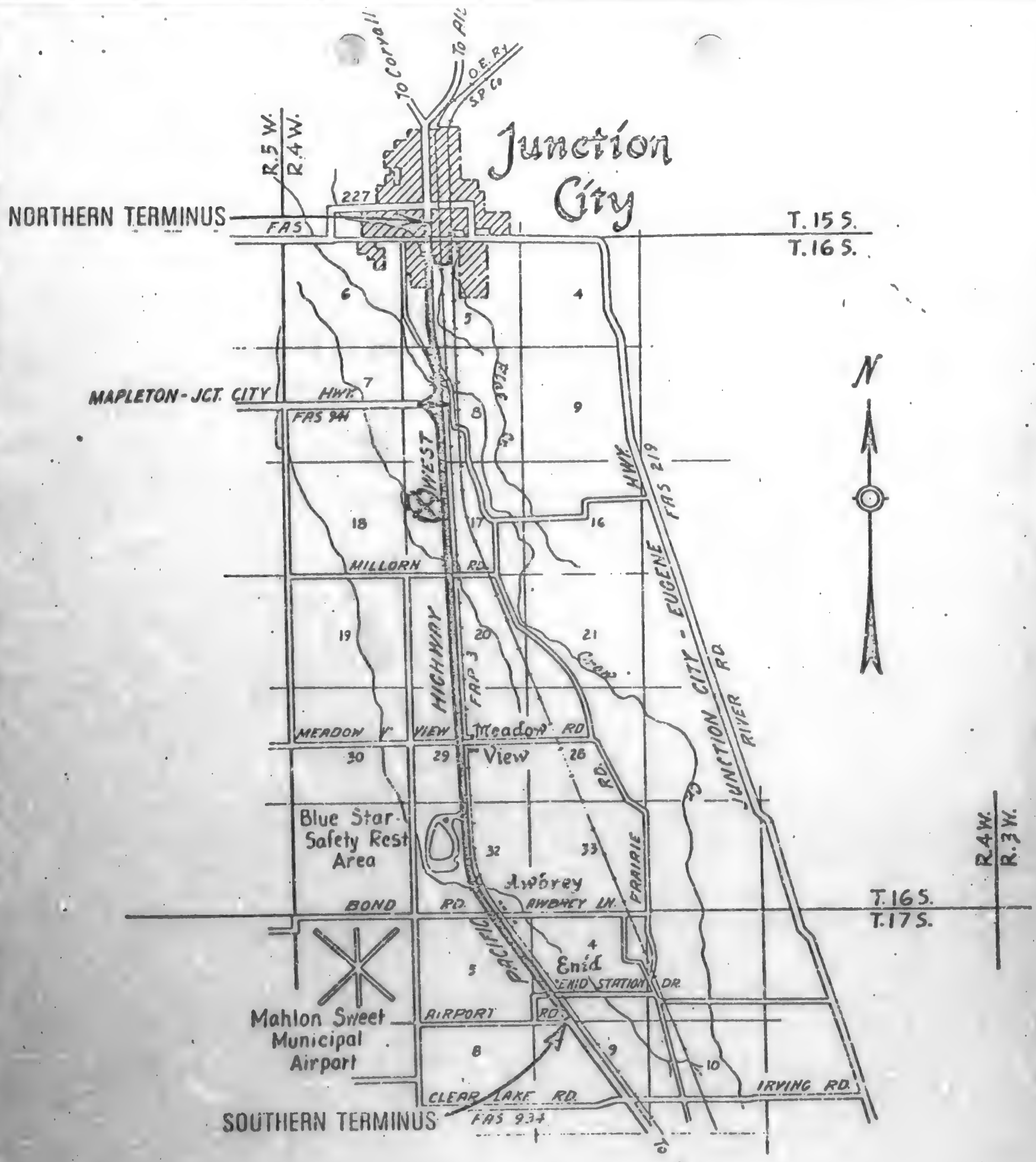
The haul will be to the adjacent state highway and will be limited to daylight hours. Hauling traffic will be controlled by signs, cones and flagmen. The equipment used to haul the material will be a combination of trucks and scrapers.

Recognizing the need for planning and land use, I feel that we have in principle demonstrated that our need for this conditional use is consistent and in line with the general scope and plan for Lane County in 1990.

As part of the Lane Code dealing with Sand, Gravel and Rock Products Districts, it is recognized that there is a need for this resource and that it also is the right of each property owner to make reasonable use of his land.

I recognize that this is not a renewable resource, but it should also be recognized that this site is not particularly suitable as Farm Forest-20 zone, because of the unsatisfactory and/or wet soils, and that the removal of gravels and ultimate use as open space and recreational site is quite desirable.

It is our purpose and intent to not only secure a needed resource, but to develop an outstanding recreational site for the people of Oregon.



OREGON STATE HIGHWAY DIVISION

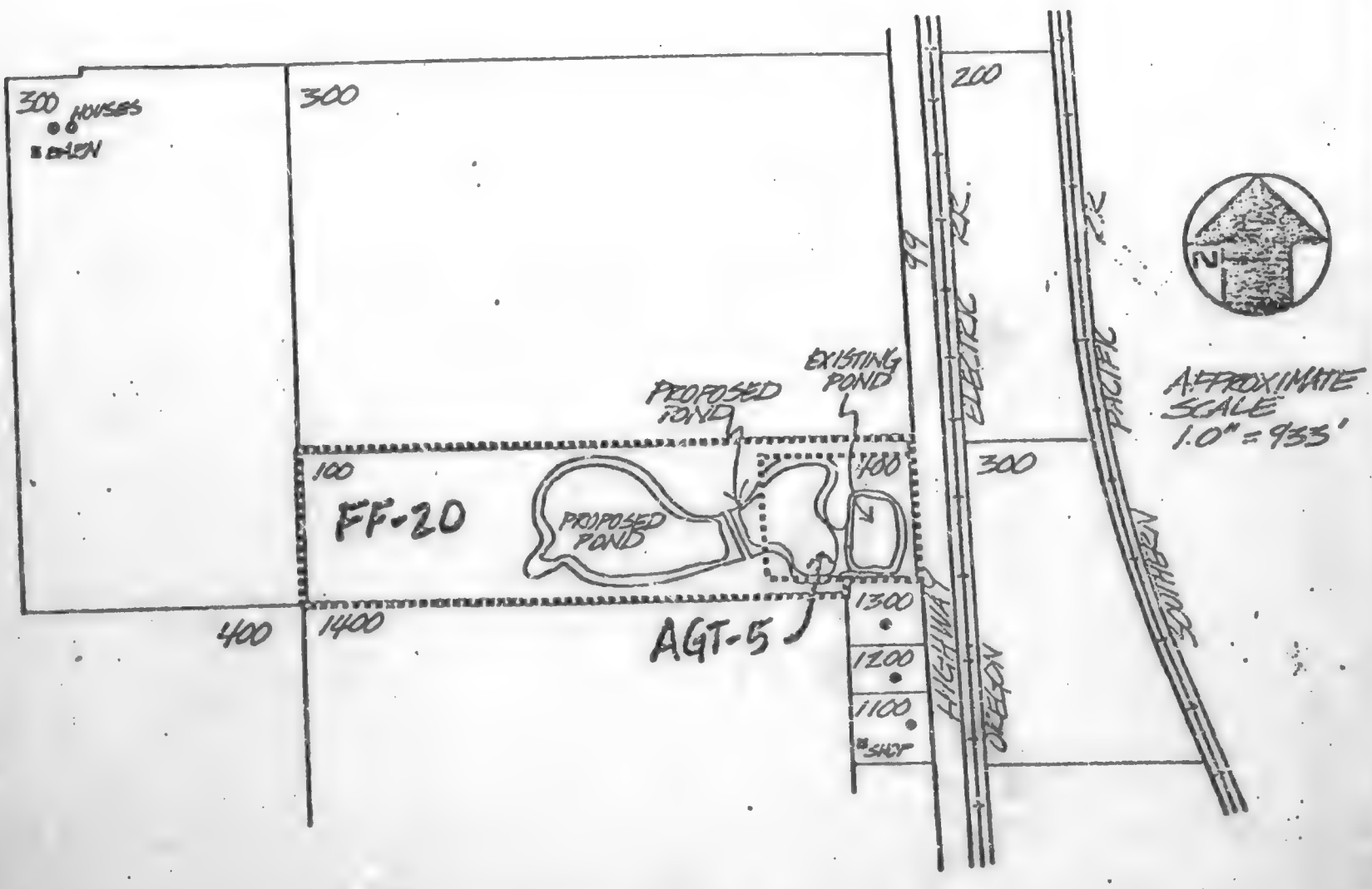
CORRIDOR AND DESIGN HEARING MAP

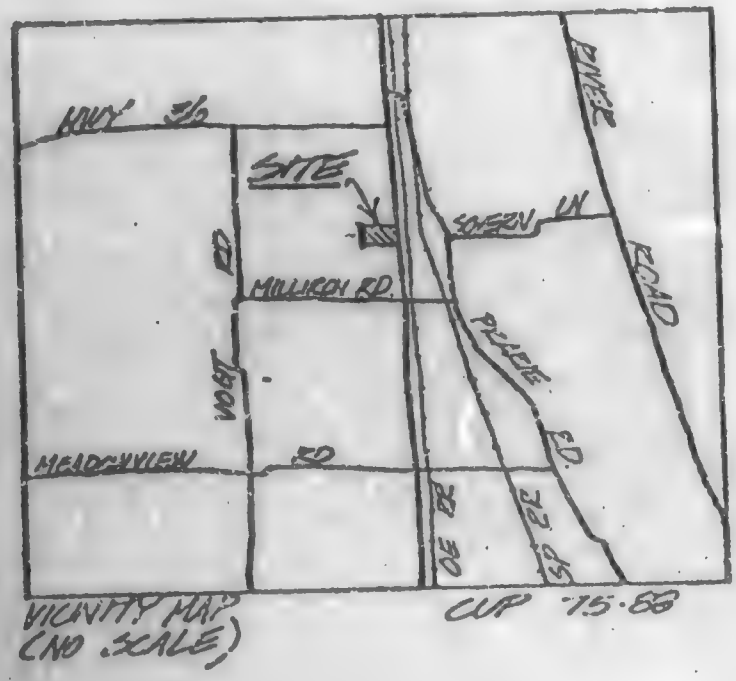
JUNCTION CITY - AIRPORT ROAD SEC.

PACIFIC HIGHWAY WEST

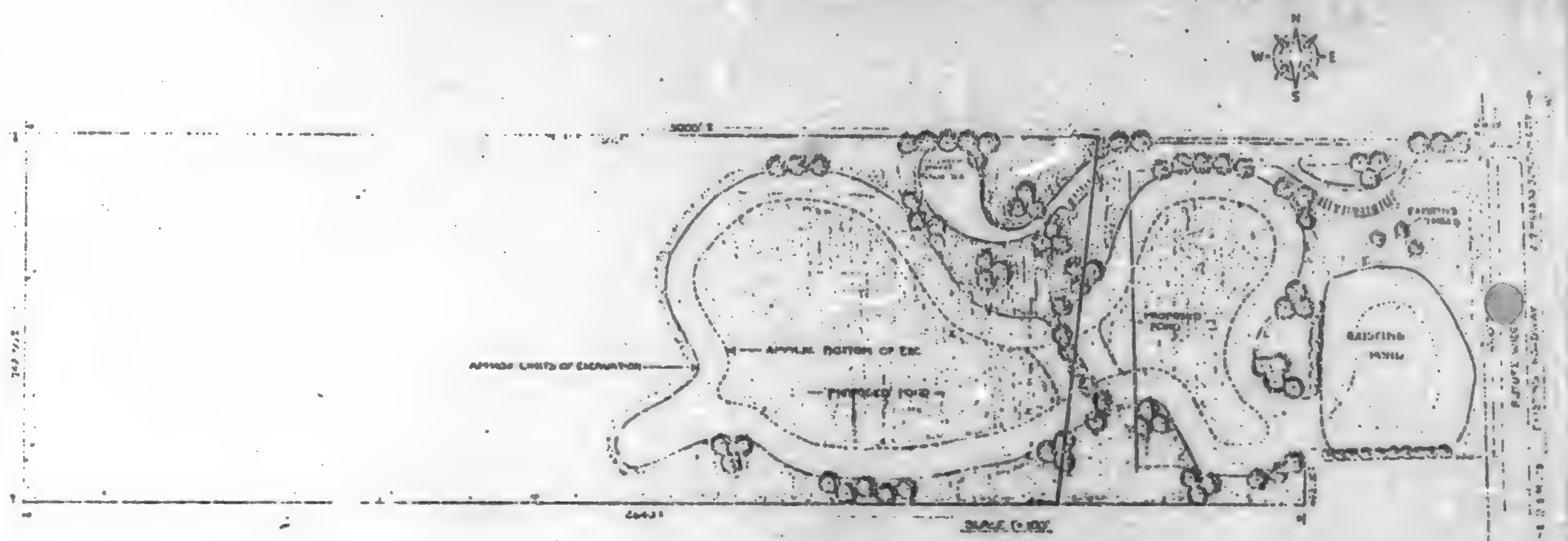
LANE COUNTY

ITEM # 8

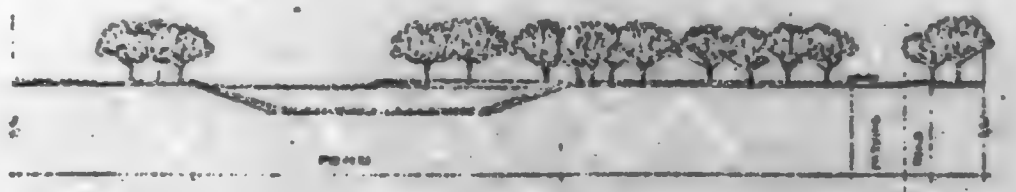




LCPC Staff Report 6/17/75 (Ore. State Highway Div.)
7/10/75



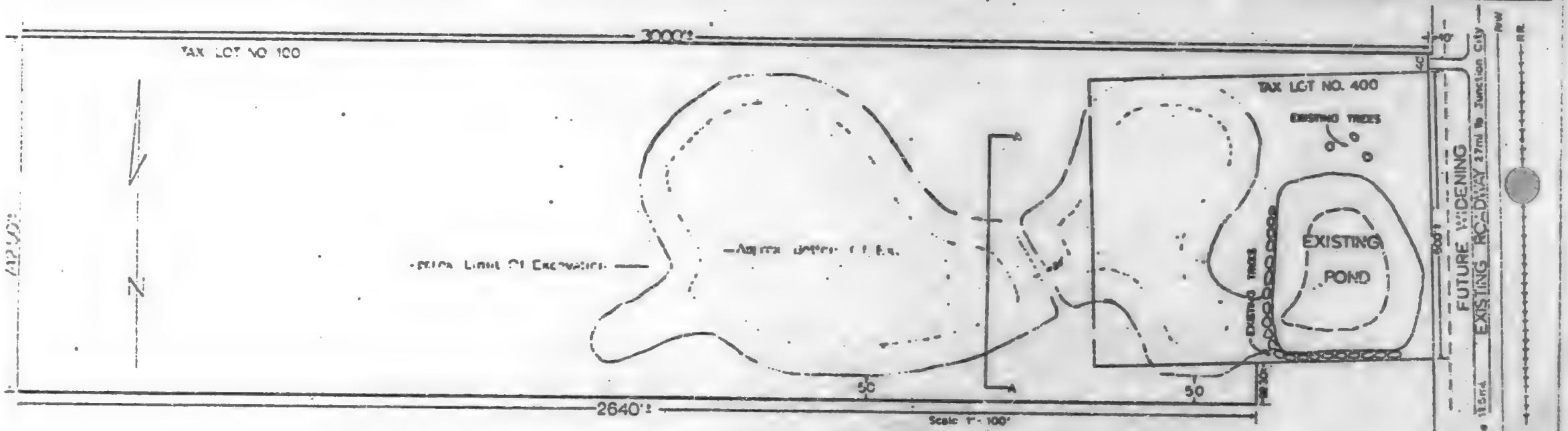
PLAN



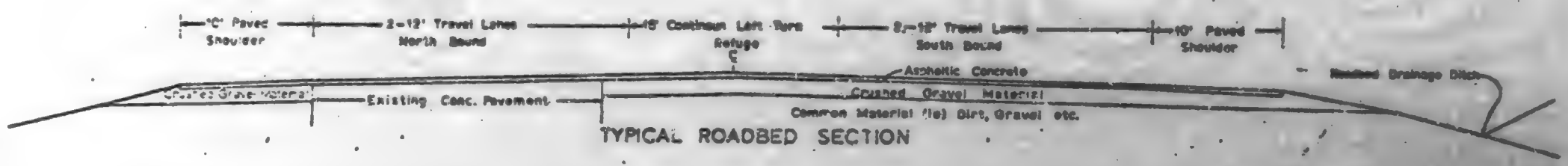
SECTION A

MATERIAL SOURCE
JUNCTION CITY - ENID STA.
PACIFIC HIGHWAY WEST (HWY 99)

MATERIAL SOURCE Junction City – Enid Sts. Pacific Highway West (Hwy 99)				
8	OREGON			



TYPICAL SECTION BORROW SOURCE



TYPICAL ROADBED SECTION

STAFF REPORT

Oregon State Highway Division - CUP 75-088

Request: To remove 373,000 cubic yards of sand and gravel, and to operate a crushing and asphalt plant over a two-year period to supply the materials needed to reconstruct the adjacent 6.85 mile section of Highway 99 (running from Junction City to Airport Road) from a two-lane highway to one with four lanes.

Location: West of Highway 99, about 3 miles south of Junction City. Tax lot 100 of map 16-04-18, and tax lot 400 of map 16-04-17.

Applicant's Statement: See attached Appendix A.

The criteria for evaluating this conditional use permit is attached to the agenda.

Land Use:

Subject property (50 acres) is in agriculture, along with the other large abutting ownership to the south, west and north. An old excavation site, now a pond, occupies the five acres adjacent to the Highway, with three homes on small parcels immediately to the south. The Oregon Electric Railroad, which runs along the east side of Highway 99, has restricted access to properties beyond, keeping them largely undeveloped.

Discussion:

The State has the right to remove sand and gravel from the 10-acre parcel they purchased in 1938 (to provide material for the early Highway 99 construction) with no additional approval because of a Zoning Ordinance exemption (Lane Code 10.305.40) which reads, "Unzoned public lands, notwithstanding subsequent zoning, may be used for the purpose intended when the land was acquired, notwithstanding the use provisions of the district in which the land is situated.

However, more material will be required for the Highway 99 project than the State wishes to take from this property if the optimum depth ponds to raise fish (after the rehabilitation project) are to be obtained. Therefore, an option agreement has been made for the State to purchase the adjacent 40 acres (tax lot 100) to enlarge the excavation site to 16.3 acres. Plans have been made to convert the total extraction site into a rest area type park in about three years.

The State plans to utilize the remaining gravel on the 40-acre parcel for their future highway construction needs.

The proposed State plans for the extraction of sand and gravel and site rehabilitation are quite complete, but little information was submitted about the crushing and asphalt operations. Besides the dust and odor generated by these activities, the most outstanding problems are increased traffic and noise. A noise study, performed by the State in conjunction with the impact of the highway widening project on adjacent homesites, disclosed that the existing decibel rating caused by highway traffic exceeds the Department of Environmental Quality's maximum next to residential areas. This noise level can be expected to increase

ITEM #3

for residents living close to the proposed extraction, crushing and asphalt site.

Until recently, no Planning Commission approval was required to remove sand and gravel from any unzoned portion of the County. Abandoned sites along many highways attest to the extent of these activities.

Since the adoption of the Unzoned Area Development Permit in 1973, and the extension of zoning into rural areas, many new sand and gravel requests are submitted to the Planning Commission each year. The questions raised are how much of this unrenewable source of raw material should be removed outside the large areas presently zoned for sand and gravel extraction and allied uses; what is the impact of this heavy industrial activity on its surrounding area, and, in this case, why should agricultural land be converted to this new use? The State has addressed the issue only in terms of their need for these materials (Appendix A) to most efficiently and economically reconstruct the adjacent 6.85 miles of Highway 99.

ITEM # 3

Recommendation:

If the determination is made to permit sand and gravel extraction on tax lot 100, map 16-04-18 (continued removal is permitted on 10-acre tax lot 400, map 16-04-17, under the exemption provision cited earlier), as well as the crushing and asphalt operations, staff recommends the following amendments be made to the State proposed plan:

1. The hours of operation shall be from 6:00 a.m. to 6:00 p.m., Monday through Friday.

2. Excavation shall not be conducted closer than 150' to any residentially-developed property boundary.

3. Stock piling and sedimentation ponds shall not be located closer than 25' to property lines.

4. The haul road shall be constructed along the north property line and be maintained in a dust free condition.

5. Employee and equipment parking shall be located witin the boundaries of the property.

6. No direct discharge of operational waters shall be made into adjacent streams.

7. The crushing operation and the asphalt plant shall be sited as far from the residential land use as possible.

8. An Air Contaminent Discharge Permit shall be secured from the Lane Regional Air Pollution Authority.

9. A performance bond in the amount of $500.00 per acre to be excavated shall be submitted to the Board of County Commissioners to guarantee the faithful performance of all site improvement standards set forth in the operational plan.

310 A	Courtney gravel SUL	IVW
290 A	Salem gravel SL	IIS
280 A	Dayton SUL	IVW
270 A	Coburg SUL	IIW

WILDLIFE
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • PH. 229-5551

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
ALLAN L. KELLY, Chairman
FRANK A. MOORE, Member
MRS. ALLEN BATEMAN, Member
DAN CALLAGHAN, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

March 21, 1975

Mr. Hal Versteeg
Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

Oregon State Highway Division plans to excavate two borrow ponds, each approximately eight acres in size and 20 feet deep, adjacent to Pacific Highway south of Junction City is of real interest to this agency.

Angling opportunities adjacent to Willamette Valley metropolitan areas are limited. Yet, the demand for angling is constantly increasing. Thus, we would be very interested in working with the Highway Division in design and management of these ponds to obtain productive fishing waters.

This office would welcome the opportunity to work with you and your staff toward this goal.

Sincerely,

John W. McKean
Director

9061 8-13-75

IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY, OREGON

FINDINGS OF FACT, CONCLUSIONS OF LAW, AND ORDER GRANTING CONDITIONAL USE PERMIT	IN THE MATTER OF THE APPLICATION OF OREGON STATE HIGHWAY DIVISION FOR A CONDITIONAL USE PERMIT TO EXCAVATE AGGREGATE MATERIAL (BORROW PIT) CUP 75-88

O R D E R 75-8-13-25

WHEREAS, the Oregon State Highway Division has made application for a conditional use permit (CUP 75-88) in accordance with the provisions of Lane Code 10.320 on a parcel of land zoned FF-20 (Farm Forestry 20) for the purpose of operating a borrow pit to excavate soil and aggregate material for road building, operation of rock crushing and washing equipment and a portable asphalt plant, and

WHEREAS, a conditional use permit may be granted under the authority of LC 10.320 only if the following criteria are met:

"(1) Conformity with the Comprehensive Plan for Lane County;

"(2) The location, size, design, and operating characteristics of the proposed use (a) will be compatible with and will not adversely affect the livability or appropriate development of abutting properties and the surrounding vicinity, and (b) will not be adversely affected by the development of abutting properties and the surrounding vicinity. (Consideration may be given to harmony in scale, bulk, coverage, and density; to the availability of public facilities and utilities; to the harmful effect, if any, upon desirable neighborhood character; to the generation of traffic and the capacity of surrounding streets and roads; and to any other relevant impact of the use.)",

and

WHEREAS, the Lane County Planning Commission duly considered the above-described application on June 17, 1975, and July 10, 1975, at regular public hearing and denied it, and

WHEREAS, a timely appeal was filed by the Oregon State Highway Division, thus necessitating a de novo hearing on the conditional use permit in accordance with LC 10.320-60, and

WHEREAS, the consideration by the Board of County Commissioners is governed by its published rules of procedure as set forth in Lane Manual LM 50.005, Exhibit "A", and

NOTED
F. E. TERPIN

WHEREAS, on August 6, 1975, at 4:00 p.m., the Board of County Commissioners duly held a public hearing on the permit application described above; received evidence and testimony from the applicant, persons opposed to the application, other interested persons; incorporated the record of the proceedings of the Planning Commission; closed the public hearing; and continued the hearing on the matter until 1:30 p.m., August 13, 1975, and

WHEREAS, at its regular meeting commencing at 1"30 p.m., August 13, 1975, the Board of County Commissioners approved the conditional use permit applied for, subject to certain conditions, and directed staff to prepare a formal order for its consideration;

NOW, THEREFORE, the Board of County Commissioners for Lane County hereby adopts the findings of facts, conditions and conclusions of law as follows:

FINDINGS

1. The subject property is adjacent to a former borrow pit which the applicant is entitled to continue excavation of without approval of Lane County (Lane Code 10.305-40).

2. Expansion of the existing borrow pit into the subject property will allow Lane County to establish operational and rehabilitation requirements to minimize adverse effects of the use.

3. The existing borrow pit and subject property are well located to supply material for the reconstruction of Highwy 99N. As such, utilization of material from this source will help enable construction of this public works with economical expenditure of public funds.

CONCLUSIONS OF LAW

With conditions as imposed, the granting of the permit applied for by the Oregon State Highway Division in application CUP 75-88 conforms to applicable Lane County ordinances and orders.

CONDITIONS

1. Operation and rehabilitation of the site shall be in accordance with the operational plan accompanying the application except as specifically modified by these conditions.

2. The hours of operation shall be from 6:00 a.m. to 6:00 p.m., Monday through Friday.

3. Excavation shall not be conducted closer than 150' to any residentially-developed property boundary.

4. Stock piling and sedimentation ponds shall not be located closer than 25' to property lines.

5. The haul road shall be constructed along the north property line and be maintained in a dust-free condition.

6. Employee and equipment parking shall be located within the boundaries of the property.

7. No direct discharge of operational waters shall be made into adjacent streams.

8. The crushing operation and the asphalt plant shall be sited as far from the residential land use as possible.

9. An Air Contaminent Discharge Permit shall be secured from the Lane Regional Air Pollution Authority.

10. Excavation and operation of the borrow pit shall be concluded bu December 31, 1977.

11. The site shall be rehabilitated in accordance with plan submitted with the application. Reclamation and rehabilitation shall be completed by December 31, 1980.

Adopted this *13th* day of *August*, 1975.

Chairman, Lane County Board of Commissioners

In the Matter of the Application of Oregon State Highway Division for a Conditional Use Permit to Excavate Aggregate Material (Borrow Pit) CUP 75-88.

APPROVED AS TO FORM
SEPT. 10 1975
JOSEPH J LEAHY
COUNTY COUNSEL

7061

OREGON STATE HIGHWAY DIVISION

2141 - 15th Ave. East
Eugene, Oregon 97403

July 15, 1975

Lane County Planning Department
Lane County Courthouse Annex
135 East 6th Avenue
Eugene, Oregon 97401

Attention: Marilyn Stauber

Subject: CUP 75-88
Junction City-
Airport Rd
Pacific Hwy (West)
Lane County

Pursuant the applicable provisions of the Lane code, particularly Section 10.320: Appeal is hereby made to the Board of Commissioners of the action by the Lane County Planning Commission taken July 10, 1975, whereby the Commission denied the request of the Oregon Highway Division for Conditional Use Permit identified as Planning Commission Agenda Item 3, CUP 75-88.

We would appreciate receiving a transcript of the taped proceedings of the July 10, 1975 meeting, as soon as reasonably possible.

1 Veregge
2 A. Olson
3 Terpin
Scott
4 Swenson
R. Olson
W/Copy Trout

RECEIVED
JUL 22 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Very truly yours,

Dave Jones
Assistant District Engineer

DJ/fg

cc: Alfred Shirley, Jr.
Eb Engleman
Cam Gilmore
Al Driver (Lane County)

cc: Walter Denison Planning Comm
Keeney. Turned us down on our
pit expansion - we are
trying the appeal procedure
Board.

RECEIVED
JUL 17 1975

REFERRED TO

Board Reed
1 Cole W.C. Sample
Eriksen Wenson
Hager Wolfe
Return Discuss Do File Copy D.
BY FINAL DESIGN ENGINEER

9061

ROW 18-2

bc: R. L. Schroeder
J. B. Boyd
J. L. Sollis

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 8, 1975

Mr. J. J. Gordon, Manager
Property Management
Burlington Northern Inc.
Lobby 2
Central Building
Seattle, WN 98104

Attn: F. S. Wagner

Encroachments
Junction City-Airport Rd. Sec.
Pacific Highway West
Lane county
R/W File: 48454
BN File: RE-926-Junction City
ORE-927-Awbrey, Oregon

Dear Sir:

In reply to your letters of February 12, 1975 and July 2, 1975, regarding the status of the encroachments we have requested for the highway construction on the Junction City-Airport Rd. Section of Pacific Highway West in Lane County, we have completed our appraisal of these easement areas. Based upon a review of the easement areas and comparing the property with sales of comparable properties in the area, our review appraisal for these two parcels of land indicates a value of $1,050. Your value of $1,700 for the two parcels is therefore $650 in excess of our evaluation of the property.

In order to resolve this matter, we would be willing to discuss this evaluation with you to greater lengths. If you would care to reivew our comparable sales figures and other appraisal information we utilized in arriving at our evaluation you would be welcome to do so. If you would care to furnish us with your comparable sale figures and information you used in arriving at your evaluation we would be willing to review these in order to arrive at a figure which is acceptable to both Burlington Northern and the Oregon State Highway Division.

After a review of your asking price for these easements you feel that further discussion on this is warranted please advise and we will cooperate with you to the fullest extent.

Yours truly,

NOTED
R. L. SCHROEDER

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk

cc: Burlington Northern-Portland

RECEIVED
JUL 9 1975
Office of
Assistant State Highway Engineer

Form 81-734-5123

9061

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-4

July 7, 1975
Salem, OR 97310

FROM: Phil G. Preston
Utility Special Studies Engr.

TO: C. W. Head, Supervisor
Commission Services

B U I L D I N G

SUBJECT: Junction City Water Control District-State Agreement
Junction City-Airport Rd. Sec.
Pacific Highway
Lane County

MISC. CONTRACTS and AGREEMENTS No. 5386

Attached is a fully executed copy of subject agreement for your files. On June 30, 1975 an executed copy of the agreement was handed to Mr. Ralph Taylor, Manager, Junction City Water Control District.

A resume of the pertinent provisions of the agreement and the sections or units responsible for their execution are as follows:

1. Design - Our Construction Plans include the work covered by this permit. I understand there is a possibility that this project may be postponed. If so, it may be necessary for the District to deepen their channel crossing (Station 83+) under their contract. This matter should be checked when the job comes up for letting at a later date.

2. Maintenance - the agreement provides that operational maintenance for this crossing will be performed by the District at their sole cost.

3. Utilities - if the additional work is to be performed by our Contractor the Utilities Unit will request a payment of $1,475 from the District. Upon receiving the check from the District it will be forwarded to the Finance Branch for credit to the project.

By a copy of this letter photo copies of the executed agreement are being distributed as follows:

D. H. Moehring
J. H. Versteeg (2)
Alfred Shirley, Jr.
Ellis Jones
William Anhorn
Gary Kennen

NOTED
C. W. HEAD

PGP:jk
Attach.

NOTED
FRAN NEAVOLL

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-4

June 20, 1975

Salem, OR 97310

FROM: Phil G. Preston
Utility Special Studies Engr.

TO: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Junction City Water Control Dist.-State Agreement
Junction City-Airport Rd. Sec.
Pacific Highway West
Lane County

Attached are duplicate originals and one photo-copy of subject agreement covering the deepening of the Amazon Channel crossing of the highway near Prairie Road as requested by the District.

The work consists of deepening the channel crossing to elevation 325 which will involve approximately 600 cubic yards of excavation and 137 cubic yards of additional riprap.

The District has agreed to pay $1,450 for the additional riprap. There was no charge made for excavation since the material was required for highway construction on this embankment in place project. The District will be responsible for operational maintenance of the channel.

This document has been approved by the Federal Highway Administration, the Department of Justice, the Design Section and the Utility Unit of the Right of Way Section.

If you approve, please have the agreement executed by the appropriate officials and return one copy to me for transmission to the District. A copy will be distributed to all interested parties.

PGP:jk
Attach.

6/30/75 approved by Mr Glen Jackson on phone This J B Boyd

9061

FORM C-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE June 19, 1975

TO MEMO TO FILE

FROM John R. Oakes
Assistant R/W Engineer

NOTED
E. S. HUNTER

SUBJECT File 48561 - Witham
Junction City - Airport Road Section
Pacific Highway West
Lane County

Mr. Matney informed me this morning that Doug Green who attended the Planning Commission meeting on June 17 told him the decision on the change of zone for this material site was postponed to July 10, 1975.

As the use of this material site should mean substantial savings for the State, I checked with Mr. Versteeg and Mr. Hunter and found that although the funding for this job has made it necessary to postpone the project, the project is still scheduled to be constructed and the material site is needed not only for the highway, but also as a future fish pond for the Wildlife Commission.

In talking with Mel Cummings, he expressed willingness to appear at the July 10 meeting with the representative of the Highway Division to try to acquaint the Planning Commission with the benefits of the region of this project. Mr. Green is to contact the region engineers and Mr. Cummings and try to work out a plan to present these factors to the Planning Commission.

JRO:ha
cc: Ed. Hunter
J. H. Versteeg
Doug Green
Virgil Wilson
Dennis Matney
Mel Cummings
Alfred Shirley,Jr.

RECEIVED
JUN 19 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9061

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
June 17, 1975

FILE: 2

FROM:

SUBJECT: Signing and Striping for Class III Bikeways

TO: Mr. James H. Versteeg
Road Design Engineer

NOTED
E. S. HUNTER

Please include necessary signing and striping to delineate Class III bikeways in the contract authorizations for the following projects:

Letting	Project
July 31, 1975	Junction City-Airport Road
Aug. 28, 1975	Bellevue-McMinnville
Jan, Feb & Mar 1976	Coos Bay SCL-Charleston

Victor D. Wolfe
Location Engineer

DES:jp
cc E.S. Hunter
L.E. George - please prepare signing plans

RECEIVED
JUN 18 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9061

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 13, 1975

In reply refer to: 1041EC.3

SUBJECT: Oregon Project RF-262(11)
Junction City-Airport Road
Final Negative Declaration

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attached is a copy of the subject declaration concurred in by this office May 12, 1975. The original has been forwarded direct to Mr. Gary Potter, in the Environmental Section.

G. L. Green

Attachment

cc:
OSHD (Potter)
OSHD (Laux)

NOTED
R. L. SCHROEDER

RECEIVED
JUN 16 1975

Final Negative Declaration
Junction City to Airport Road Section
Pacific Highway 1(W)
Lane County, Oregon

6-12-75

This final negative declaration for the above Federal-aid rural project has been prepared in consultation with the Federal Highway Administration, pursuant to regulations in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2.

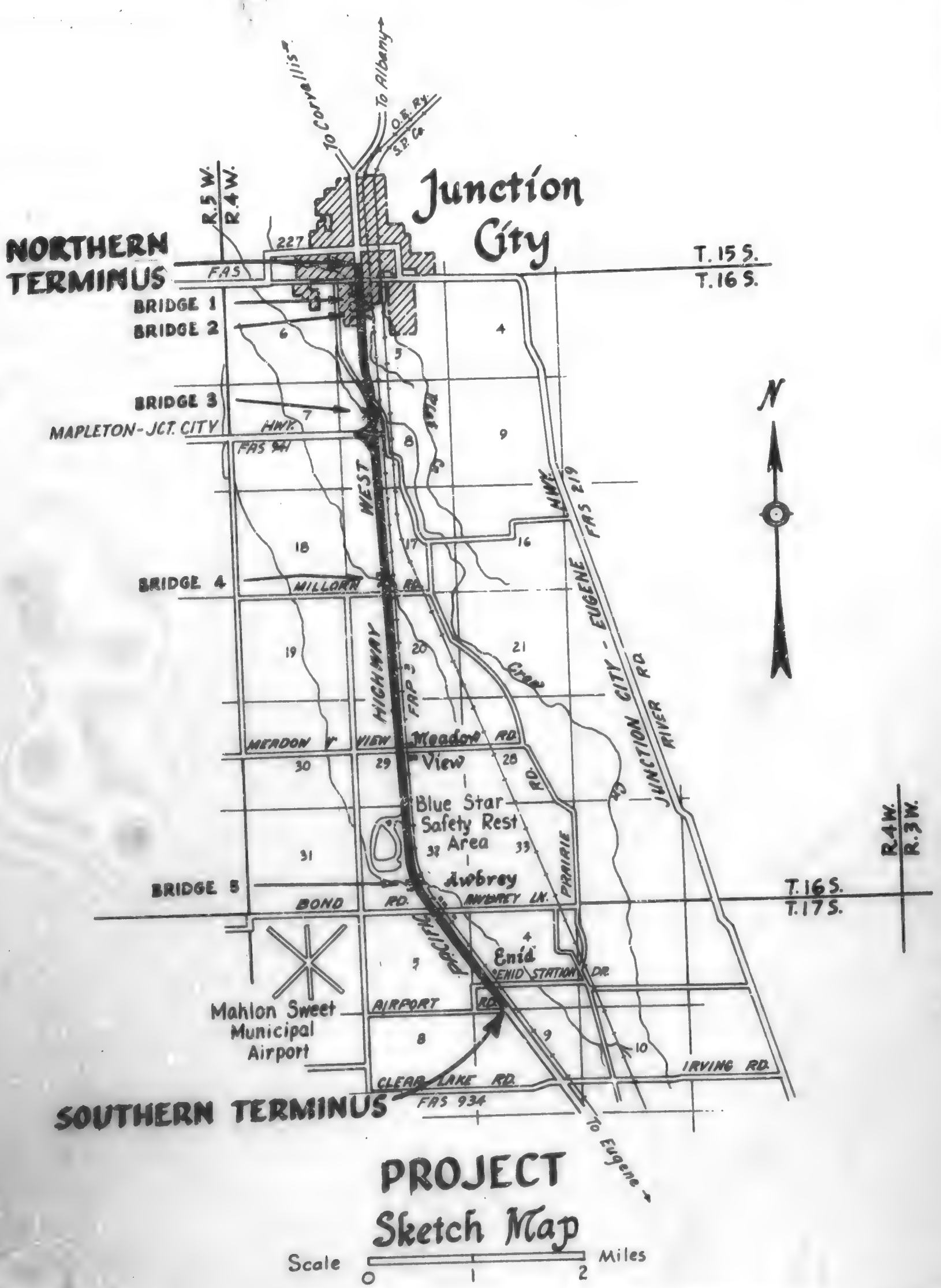
LOCATION AND PURPOSE OF PROJECT

Pacific Highway 1-West runs west of the Willamette River between Portland (population 385,000) and Eugene (population 90,100), Oregon's two largest cities. The subject road section at its northerly end originates at Third Avenue inside Junction City (population 2,600), terminating to the south at Airport Road, approximately two and one-half miles northwest of the Eugene city limits. Project termini are designated on the sketch map on the following page. The total project length is approximately 6.85 miles.

For two decades Pacific Highway (formerly U.S. 99) served as the principal highway linking communities between Portland and Eugene, However, the completion of Interstate 5 in 1961 reduced the transportation role of U.S. 99 in the Willamette Valley. The communities of McMinnville, Corvallis, Junction City, and many smaller rural communities were bypassed by the freeway facility. As a consequence, patterns of intercity travel and commerce have been recriented towards Interstate 5. Nevertheless, the Pacific Highway still serves an important transportation function and remains the principal route to Eugene from northwest origins.

According to the Comprehensive Development Plan for Junction City, Oregon,[1] the majority of through traffic transferred to I-5 upon the completion of I-5 south to Judkins Point in December, 1961. However, recent (1972) counts indicate that traffic volumes are now greater than prior to the completion of I-5. Moreover, the twenty-year traffic projection estimates an average of 12,900 vehicle trips per day for the subject Junction City-Airport Road section. Upgrading the existing two-lane facility to modern four-lane design standards

[1]Prepared by the Lane Council of Governments (October, 1973), p. 13.



PROJECT
Sketch Map

Scale 0 1 2 Miles

for ruralprimary routes will complete the remaining section between Eugene and Junction City and provide for the safety and mobility of future road users.

DESCRIPTION OF PROPOSED PROJECT

The proposed project would upgrade the existing facility--which consists of two eleven-foot travel lanes and gravel shoulders--to four twelve-foot travel lanes, a continuous sixteen-foot paved median with painted traffic stripes and markers, and ten-foot paved shoulders.

Due to the width of initial right-of-way purchased in 1936, the proposed expansion will require less than two acres of new right-of-way. Of this amount, less than one-tenth of an acre is required for proposed access and lane modifications at the intersections of Oregon Highway 36 and Prairie Road with Pacific Highway. A bridge replacement (bridge number 5 on the project sketch map) will require the relocation of a Soil Conservation Service (SCS) drainage channel which is a component of a SCS reclamation project in the area (Amazon and Flat Creek Basin); relocation work will require approximately 1.9 acres of agricultural land to the west of the highway alignment. Another two bridges (bridge numbers 1 and 4) will be permanently removed and the drainage channel they cross replaced by culverts. The remaining two bridges (bridge numbers 2 and 3) in the project section will be replaced by enlarged structures. Channel widening is also planned in conjunction with the modification of these structures. (See "Discussion of Environmental Impacts," page 8.) Existing culverts and ditches will be extended to accommodate the increased road width.

The horizontal and vertical alignment of the proposed project will be basically similar to that of the existing roadway. Commencing at Enid Station Road, roadway widening will parallel the west side of the existing alignment to Prairie Road. At this point, a 1,400-foot cross-over section will align the new roadway to the east of the existing roadway. No business or residential displacements or dislocations will result.

Approximately 180,000 cubic yards of fill material will be required for new roadway. About 55,000 cubic yards of this amount will be excavated within existing right-of-way, leaving 125,000 cubic yards to be taken from a borrow source. An estimated 210,000 yards of aggregate will be necessary for roadway base and paving requirements.

In the vicinity of Highway Station 142, and immediately west of the existing highway, is a state-owned, ten-acre borrow site used in the original

construction of U.S. 99. The Division also has an option to purchase an additional 40 acre parcel which borders the existing site to the west. Purchase of this property is predicated on Lane County issuing a conditional use permit for the establishment of a fifteen acre borrow site in addition to the existing ten acre site. The development of the larger site would provide for the material needs (fill and aggregate) of the proposed project. However, since the outcome of the permit request is not known at this time, this potential source is presently designated "prospective" for aggregate requirements. Permit approval would likely lead to declaring the entire site a mandatory source since considerable cost savings should result.

Preliminary construction plans call for supplying project fill material (125,000 yards) from excavating the remaining five acres of the ten acre state-owned source. If the permit request for developing the abutting property as a borrow site is denied, then aggregate for the project will be supplied by contractor furnished or commercial sources. Otherwise, aggregate needs can be satisfied by the state-owned source.

Contractor operations on the state furnished source will be guided by all pertinent laws, statutes, ordinances, and regulations promulgated by local, state, and federal governments. The "General Requirements Concerning Sources of Borrow and Aggregate" to be followed by contractors are enumerated in Section 106, Part 106.05, of the State Highway Division's Standard Specifications for Highway Construction. If the contractor furnishes the source of aggregate and/or borrow, the specifications enumerated in Section 106 must also be adhered to. In addition, this section has been supplemented to ensure that the operation in and reclamation of contractor furnished sources is in compliance with all relevent requirements.

Utilities affected by the proposed project include Burlington Northern Railroad, Bonneville Power Administration, Blachly-Lane Electric, Eugene Water and Electric Board, Pacific Power and Light Company, Junction City Sanitary Sewer and Water Agency, Liberty T.V. Cable, Northwest Natural Gas Company, and Pacific Northwest Bell Telephone Company. The relocation of utility lines owned and/or operated by the aforementioned companies and agencies is expected to be of a minor nature.

EXISTING ENVIRONMENTAL SETTING

The Junction City-Airport Road section of Pacific Highway 1-W traverses in a south-southeast fashion a predominantly flat portion of the Willamette Valley. Two drainage basins are crossed in the subject road section--Flat Creek to the north and Crow Creek near the southerly terminus. Although the area has a long record of flooding (Willamette River) prior to 1960, four flood control dams subsequently erected (1961-1968) have markedly reduced the occurrence and severity of flood-stage waters. Also helping to reduce highwater potential in the area is a Soil Conservation Service drainage project for the Amazon and the Flat Creek Basin. This project is aimed at minimizing flood risk at Junction City and providing improved drainage of the heavy clay soils characteristic of agricultural land in the area.

The occurrence of natural vegetation in the project area is primarily limited to drainage ditches, rehabilitated borrow pits, and roadside right-of-way, due to the agricultural use of surrounding land. Common natural vegetation includes grasses, tules, sedges, and sparse stands of briars. In addition, stands of alders, willows, and other species of shade trees cluster around reclaimed borrow pits and low areas with high water tables.

Average daily traffic (ADT) for the subject section was approximately 7,200 in 1974. Traffic volumes have been projected to reach approximately 12,900 (ADT) by 1994. Currently, truck traffic comprises an estimated 11.5 percent of total traffic. Of this quantity, about 6 percent represents heavy trucks (three-axle and greater).

Ambient sound levels recorded on January 27, 1974 produced the following distribution at four measurement sites:

Site	Frequency L_{10} (dBA)	Distance from Centerline (feet)
1	73	100
2	74	70
3	70	110
4	73	85

Due to the short measurement period, the above results should be considered preliminary. The L_{10} (sound level exceeded only ten percent of the time) ambient measurements do indicate that existing 70 dBA sound levels

(the Federal guideline for residences) fall outside the highway right-of-way boundary. This evidence is supported by results obtained using the nomograph procedure.[1] These results are summarized in Table 1.

TABLE 1

DISTANCES THAT L_{10} 70 dBA SOUND LEVELS FALL OUTSIDE HIGHWAY RIGHT-OF-WAY: Build vs. No-Build

Year	Condition	
	No-Build (feet)	Build
1974	10	35*
1994	100**	85

Source: Oregon State Highway Division, Environmental Section

*Assumes proposed facility is operational in 1974 (latest year traffic volumes recorded).

**Assumes slower vehicle speeds due to congested traffic conditions--(caused by inadequate vehicle capacity on two-lane facility).

The project area is predominantly rural-agricultural. Moderate temperatures, medium rainfall levels (average 40 inches per year), suitable soil characteristics, and a long growing season combine to support the production of annual and perennial rye grass crops on adjacent land. Although agricultural production is the dominant land use, uncontrolled vehicular access (direct driveway access) along this section of highway has resulted in considerable development on the west side. Conversely, the presence of a Burlington Northern railway and Bonneville Power transmission lines has restricted land development on the east side, since access is regulated. Thus, land development along each side of the highway is sharply contrasted.

Commercial development occupies approximately 16 percent of land bordering the subject section on the west side. Much of the commercial use is found in two strips between Mapleton-Junction City Highway and Third Avenue inside the city limits of Junction City. Other commercial use is dotted throughout the remainder of the project section.

[1]The "nomograph" is a graphical means of predicting sound levels at varying distances from the sound source (in this case traffic). A sound drop-off rate of 4.5 dBA per doubling of distance was assumed.

Numerous residences (approximately 35, occupying about 24 percent of the lineal distance) are located on the west side of the highway in close proximity to existing highway right-of-way. Eleven homes are intermixed with commercial properties for a distance extending several thousand feet to the north and south at Prairie Road and north of Meadow View Road. Another series of eleven residences runs approximately fifteen hundred feet south of Mapleton-Junction City Highway. Several series of additional homes are located at more widely spaced intervals throughout the remainder of the project section. Residences (5) on the easter side of the highway are limited primarily to a short section of Prairie Road.

Light industrial activity, although prevalent between Eugene and Airport Road, is limited to several firms at the northern and southern ends of the subject section. The State of Oregon owns several borrow pits and the Blue Star Safety Rest Area on the western side of the subject section. The remaining land is either vacant or in agricultural use (approximately 60 percent on the westerly side, 95 percent on the easterly side).

Proposed land use for the vicinity affected by the proposed project is primarily agricultural or rural, as defined in the Eugene-Springfield Metropolitan Area 1990 General Plan[2] and the Comprehensive Development Plan for Junction City. Rural land uses include:

> ...general agriculture, open space, woodland, rural residential (average parcel size of five acres or greater based on development patterns, soil types and other natural conditions). Urban level of service not likely within the current planning period. Portions of these areas may also provide needed space for urban development after 1990 or sooner in the event that urban growth occurs at a faster rate than projected.[3]

Exceptions to these classifications include a strip commercial area extending south from downtown Junction City to the city limits; light industrial use extending approximately one mile north to Awbrey Lane from Airport Road on the east side of the highway; and light industrial use proposed for land several thousand feet to the north and south of Airport Road on the west side

[2]Lane Council of Governments, (August, 1972), p. 18.

[3]Master Plan: Mahlon Sweet Field, prepared by City of Eugene and the Lane Council of Governments by Arnold Thompson Associates, Inc., and Wilbur Smith and Associates (September, 1972), pp. 145-146.

of Pacific Highway.

In addition, the Master Plan for Mahlon Sweet Airfield (located approximately one mile west of Airport Road) calls for a future road to proposed general aviation facilities, which would connect with Pacific Highway about 1,000 feet north of Airport Road. Other features of the master plan have no bearing on the subject proposal.

Rural lands designated for the area between the city limits of Junction City and the Mapleton-Junction City Highway would allow for low-density residential development in areas primarily reserved for agricultural production and associated activities. A number of commercial uses inconsistent with the rural land use criteria currently exist.

Agricultural land use as described in the Eugene-Springfield Metropolitan Area General Plan (p. 18) calls for farm production and related activities and some localized areas of other uses, provided such use does not conflict with adjoining agricultural use. Proposed agricultural areas affected by this project include the section between the Mapleton-Junction City Highway (Oregon Highway 36) and Awbrey Lane (approximately one mile north of Airport Road). As with the aforementioned rural land area, numerous roadside residences and commercial properties already occur in this section.

ALTERNATIVES TO THE PROPOSAL

The passage of Senate Bill 392 in 1973 allowed up to 150 million dollars for state highway construction through the sale of bonds. As a result, county governments were asked to develop a list of priority projects for bond expenditure. The Lane Council of Governments recommended to the Oregon Transportation Commission a two-lane overlay project with left-turn refuges provided at major intersections for the subject road section. However, lower revenues from reduced gasoline sales in 1973 resulted in the decision to finance preliminary engineering for this highway section with Federal-aid funds. Preliminary engineering work was then redirected to the long-term capital improvement needs, which call for four twelve-foot travel lanes, sixteen-foot median, and ten-foot shoulders. Therefore, alternatives to the four-lane modernization of the Junction City-Airport Road section are not evaluated as part of this negative declaration.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The proposed four-lane section improvement of Pacific Highway 1-W will require approximately two acres of land outside existing highway right-of-way. An estimated 1.9 acres of agricultural land are necessary for the relocation of a Soil Conservation Service drainage ditch approximately 150 feet north of Awbrey Lane. The remaining one-tenth of an acre is required for the modification of turn radii at the intersections of Prairie Road and the Mapleton-Junction City Highway with Pacific Highway. Approximately 33 acres of natural vegetation (primarily grasses) within existing right-of-way will be displaced for roadway widening. Although this strip of land supports animal life, its significance as habitat is minor.

As discussed under "Description," the estimated 125,000 cubic yards of borrow material not available from existing right-of-way can be supplied by a five acre state-owned source located on the west side of Pacific Highway approximately two and one-half miles south of Junction City. This source will extend westward from a previously used five acre pit which has been reclaimed and landscaped. Plans call for excavating the new source in an irregular manner, thereby adding aesthetic appeal to the area. Pit embankment slopes will be smoothed, graded (3:1 slopes), and revegetated to stabilize exposed soil.

If the Lane County Planning Commission approves the pending conditional use permit for developing a site for borrow on fifteen acres of property abutting the existing site, then aggregate can also be supplied from a state-owned source. In the event that the permit is approved and the site is used for aggregate needs of the project, a preliminary reclamation plan has been prepared. This plan basically adopts the scheme proposed for the existing five acre site. The entire site would be reclaimed to establish a series of three ponds (two eight acres and one five acres in size) with smoothed and sloped embankments and landscaped perimeters. The Oregon State Wildlife Commission has expressed interest in working jointly with the Highway Division in the design and management of the ponds if they become a reality.

As discussed under "Existing Setting," numerous residences are located alongside the subject section of Pacific Highway. While available plans indicate that none is required for right-of-way, approximately thirty homes south of Prairie Road will be exposed to higher sound levels, since the nearest travel lane will be about forty feet closer. Homes located north of Prairie Road on the west side of U.S. 99 will not be subjected to higher noise

levels since the additional (northbound) travel lanes will be constructed to the east of existing lanes; there are no homes bordering the highway on the east.

Most of the homes south of Prairie Road (27) currently fall outside the L_{10} 70 dBA range (see Appendix A for an identification of these homes). However, as an immediate consequence of reducing the distance separating homes and travel lanes, noise levels can be expected to increase one to two dBA. This increase should not be perceptible to adjacent residents but will subject six to eight additional homes to sound levels approximately 70-71 dBA (currently three homes experience sound levels of about 70 dBA).

By 1994 sound levels are predicted to increase by approximately four dBA under build or no-build conditions, despite the greater distance separating travel lanes from homes given no-build circumstances. This apparent anomaly stems from the interrupted traffic flow and slower traffic speeds that would exist on a two-lane facility in 1994. Thus, through time, no-build noise levels would become proportionately worse when compared to the build case. Under both alternates, all but four homes are predicted to be subjected to noise levels equal to or greater than L_{10} 70 dBA by 1994. These predictions do not account for the possibility that future noise levels may be reduced by noise emission control technology. The future year when such technology could be implemented and its effectiveness in reducing vehicle noise is presently uncertain.

The lack of sufficient distance between homes and travel lanes makes noise abatement berms physically impractical and/or economically infeasible. Therefore, noise attenuation measures are not contemplated at this time. Based on the aforementioned information, a variance from Federal Highway Administration Noise Guidelines will be requested.

The proposed project is not expected to adversely affect local air quality as a significant change in traffic patterns and traffic generation is not predicted. Moreover, forecasted traffic growth is comparatively low, averaging less than four percent per year. In addition, automobile emission control devices will lead to improved air quality in the project area in future years. The Highway Division has therefore determined this project to be consistent with the State Implementation Plan.

An investigation of flooding potential in the project area revealed that floods have been infrequent. Local officials have indicated that during the 1964 flood (return frequency of 100 years), overflow water from the Willamette River did not enter all drainage channels in the subject section. This

is due, in part, to the presence of railbed for the Burlington Northern Railroad, which serves to block significant amounts of overflow water from entering areas to the west.

In designing for drainage channels crossed by Pacific Highway, a fifty year flood recurrence frequency was used. Soil Conservation Service drainage channels crossed by bridges 2 and 3 (see the project sketch map) were originally designed to carry surface runoff only. Since these channels also are subjected to overflow water, project plans call for widening bottom widths of the channels to thirty and thirty-two feet, respectively. Minor riprapping of exposed soils will be accomplished as a component of channel opening plans. Other modifications to drainage channels include replacing bridge structures 1 and 4 (see project sketch map) with culverts. These modifications are designed to accommodate surface runoff only, since overflow conditions do not exist. The remaining Soil Conservation Service channel crossed by bridge 5 is to be relocated to accommodate the widened highway. Realignment of the existing channel is not expected to alter its drainage function or capacity.

Although land use in the general area of the project is primarily rural-agricultural, an appraisal of existing land use in the immediate project area indicates that considerable roadside development on the west already exists; most of the development is either residential, commercial, or intermixed commercial/residential use. Despite the present level of roadside development, substantial portions of idle or agricultural land are interspersed with development. The proposed capacity improvement for the subject section will encourage the conversion of these vacant areas to roadside commercial uses. Since the areas susceptible to such conversions have been proposed for rural and agricultural uses, major commercial build-up can be avoided through implementation of this land use intent. However, ultimate authority over land use is exercised by Lane County. Therefore, the Oregon State Highway Division has minimal direct authority concerning the development of adjoining lands. This is especially so since access to the subject section is not full controlled. If major commercial development is allowed, significant reductions in transportation service and traffic safety should follow.

INTERAGENCY COORDINATION

From the Oregon Project Notification and Review System (State A-95 review) process, it was determined that no significant conflict with plans, policies, or programs of State Government

should occur with implementation of the subject proposal. Review comments were received from the State Soil and Water Conservation Commission, Portland District Corps of Engineers, and the Lane Council of Governments. These remarks are appended to this document. In addition, the aforementioned agencies were solicitied to offer comment on a rough draft copy of this negative declaration; no major concerns were identified.

In response to the State Soil and Water Conservation Commission's and Corps of Engineers' remarks, the Highway Division has incorporated all available information regarding drainage and flood hazard potential into the facility design. Much of the hydrologic data was generated in consultation with the Soil Conservation Service, which is currently responsible for an ongoing reclamation project in the project area (Amazon and Flat Creek Basin). In compliance with Executive Order 11296, the potential of flood hazard in the affected area has been studied and the results incorporated into the project design. A flood recurrence frequency of 50 years was assumed for proposed modifications to drainage crossed by the highway. (See "Discussion of Environmental Impacts.")

Regarding comments received from the Lane Council of Governments, the following information is provided. First, it appears, upon review of the Mahlon Sweet Field Master Plan, that future development plans for the airfield are essentially unrelated to the proposed highway project. However, the proposed improvement of Pacific Highway will better accommodate expected increases in traffic associated with airport expansion.

Secondly, although the adopted comprehensive plan for Junction City calls for the future relocation of Pacific Highway to the east of the city, such a plan is not currently a component of the six-year construction program developed by the Oregon State Highway Division in consultation with local government. Therefore, the potential implementation of such a project would necessarily come after 1980. The present proposal will not foreclose the future consideration of this bypass concept.

Thirdly, the subject project will not provide for a frontage road system to control individual access onto the facility. The current proximity of abutting development to existing travel lanes does not afford sufficient distance for frontage road placement; i.e., the residences and businesses potentially served by such a frontage road would require removal for frontage road placement. Therefore, placement of frontage roads would be self-defeating.

As previously discussed ("Discussion of Environmental Impacts"), proposed land use for lands adjacent to the Junction City-Airport Road section primarily calls for agricultural use. Enforcement of this land use intent should discourage future land development that diminishes highway safety and transportation service.

SUMMARY AND DISPOSITION OF PUBLIC HEARING COMMENTS

The Corridor/Design Public Hearing was convened at 7:30 p.m., April 2, 1975, in Junction City, Oregon. The proposed project was described to those in attendance (13). This description included project features, environmental impact and the availability of right-of-way information and procedures.

Oral comments were made by four individuals. Two comments were in opposition to the closing of Prairie Road since it was felt the closure would prevent access to seventy acres of farm land. As proposed, the easterly Prairie Road access to U.S. 99 will be closed at the existing highway right-of-way line (about fifty feet west of the Burlington Northern railroad tracks). The Public Utility Commission, by Order 75-422, has also ordered the closure of the Prairie Road railroad crossing in response to the Division's plans to severe U.S. 99 access via Prairie Road. This closure will not prevent access to the subject farmland, however, as access to Prairie Road off of U.S. 99 presently exists opposite to the Mapleton-Junction City Highway/U.S. 99 intersection. Therefore, the existing access to the farm land via Prairie Road will be continued. Since Prairie Road is under the jurisdiction of Lane County, additional questions regarding future plans for Prairie Road should be directed to the Lane County Public Works Department.

An individual commented that Lane County requires a level area (berm) to be provided on the perimeter of the average water level of borrow pits. The Highway Division will comply with county regulations that pertain to borrow pit reclamation. Other comments (4) were in support of the project as proposed.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the Oregon State Highway Division that the proposed four-lane modification is necessary to upgrade the last two-lane section of Pacific Highway 1-W between Junction City and Eugene. Widening the Junction City-Airport Road section to

four lanes and constructing a continuous sixteen-foot median and ten-foot paved shoulders will provide road users a high service facility through 1994. The continuous median should reduce accident potential and ease access to and from the facility.

As discussed in previous sections, the project should not cause significantly adverse environmental impacts. The proposed improvement is confined to existing right-of-way, with the exceptions of one drainage channel realignment (1.9 acres) and modifications of turn radii at Prairie Road and the Mapleton-Junction City Highway (less than 0.1 acre); no residential or business relocations are required. An investigation of flood potential in the project area revealed that previous occurrences of high water have been moderated by the construction of flood control dams on the Willamette River. Design criteria using a flood recurrence frequency of fifty years were applied to the proposed design of drainage channels crossed in the subject section.

Shifting the nearest travel lane approximately forty feet closer to abutting residences will immediately increase sound levels--but less than the 3 dBA increase considered the threshold for perception by the human ear. Future noise levels for the build and no-build cases are predicted to be very similar. Thus, the long-term net noise impact attributable to the proposed project is negligible.

While the proposed high-capacity improvement will likely encourage the development of adjacent vacant land, land use controls exercised by Lane County should be sufficient to assure that any future development is compatible with sound land use practices.

In conclusion, the Oregon State Highway Division feels that this project consitutes a "major action" as defined in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2, and that implementing the action will not have significant impact upon the quality of the human environment. Therefore, an environmental impact statement will not be processed.

Concurred in by:

6/10/75
Date

Assistant State Highway Engineer

JUN 12 1975
Date

FHWA Division Engineer

APPENDIX A

RESIDENCES SOUTH OF PRAIRIE ROAD BY LOCATION
AND DISTANCE SET-BACK FROM RIGHT-OF-WAY

Engineering Station	Distance Off Right-of-Way Boundary
86+23	86'
105+92	78'
107+18	24'
108+09	24'
110+74	83'
112+88	80'
114+09	80'
114+25	153'
115+31	68'
118+05	53'
118+83	53'
119+67	53'
120+53	53'
148+15	32'
151+00	59'
153+45	37'
173+70	65'
174+88	39'
186+88	20'
217+96	5'
220+98	21'
222+91	15'
226+14	68'
228+90	37'
234+72	63'
235+91	53'
239+80	131'
242+81	30'
244+15	130'
248+30	47'

APPENDIX B

LANE COUNCIL OF GOVERNMENTS

SERVING CITIZENS OF LANE COUNTY FOR MORE THAN A QUARTER OF A CENTURY

June 14, 1974

MEMBER AGENCIES
City of Coburg
City of Creswell
City of Dunes City
City of Eugene
Eugene Water & Electric Board
City of Florence
Junction City
Lane Community College
Lane Education Service District
City of Lowell
Mid-Willamette Valley Water Cons. Dist.
City of Oakridge
City of Springfield
Siuslaw Soil & Water Cons. Dist.
Upper Willamette Soil & Water Cons. Dist.
Veneta Rural Fire Protection Dist.
West Lane Soil & Water Cons. Dist. (Bethel)
West Lane Soil & Water Cons. Dist. (Canal)
West Lane Soil & Water Cons. Dist. (Springfield)
City of Siuslaw
Springfield Utility Board
Upper Willamette Soil & Water Cons. Dist.
Upper Willamette Soil & Water Cons. Dist.
City of Veneta
Willamalane Park & Rec. Dist.

CITIZEN AND TECHNICAL ADVISORY COMMITTEES
[illegible]

[illegible]
[illegible]
[illegible]

recommended for the two-lane project and an eventual (priority level IV) four-lane improvement for funding other than bond monies.

The pending federal aid application obviously is based upon more recent information about the availability of federal aid for this project. If this is true, the committees that worked to establish Lane County's priority recommendations might choose to change the recommendation on this project based on updated information. At this time, however, there appears to be a potential conflict in the method of funding. It has been suggested that the non-federal share could come from bond monies. Then the local priorities need to be reevaluated, since the non-federal share is considerably more than the money locally designated for that project. If additional money is to be found, the implications to the entire priority list must be considered.

II. The following items were identified for your consideration in the development of a four-lane project as per the PNRS notice:

A. The Mahlon Sweet Field Master Plan should be studied relative to its influence on the project. Pages 135 to 155 (enclosed) of that document contain helpful information about needed ground facilities. Pages 146-148 involve Pacific West Highway. Since the report was written the City of Corvallis elected not to certify its facility to federal standards, thereby losing C.A.B. certification and air carrier service. Therefore Mahlon Sweet Field will serve the Eugene-Albany-Corvallis service area, and limousine service will be added to the extended service area. Obviously the safety and convenience of the subject project will benefit airport traffic with origins or destinations in the northern part of the service area.

B. The adopted comprehensive plan for Junction City (enclosed) contains on pages 13, 14, 33, and 34 local policy directed at the relocation of Highway 99W east of the city. To preserve enjoyable and safe community living, traffic must be redirected around Junction City with an easterly bypass of 99W. Additionally, the Junction City-to-Eugene flow of traffic is being hampered by property access and signalized intersections.

The northerly section of the project proposed in the application should be directed toward the implementation of the bypass route. Properties with existing access along remaining sections should have access from

collector service roads only. The ditch section should be maintained elsewhere to avoid additional demands for individual access. Future grants for access should be given only to points of public access as part of a frontage road plan devised as part of the project development.

III. The PNRS notice indicates that the project is part of a State Comprehensive Plan (17-C). A copy of this should be filed with the regional clearinghouse.

Thank you for the opportunity to comment.

Cordially,

Bill Guenzler

Bill Guenzler
Transportation Coordinator
Lane Council of Governments

431-m
AS:pnrs
Enclosures:
Selected pages from Mahlon Sweet Field Plan
Junction City Plan
cc-Bob Shelby, Mahlon Sweet
-Svend Toftemark, Lane County
-Hal Fleck, Springfield
-Dave Reinhard, Eugene
-Dave Rynerson, LTD
-Geb Sachse, L-COG
-Junction City Council

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Sally Reagan, Coordinator Ph: 378-3732

RECEIVED
MAY 23 1974
STATE SOIL AND WATER CONSERVATION COMMISSION

PNRS STATE REVIEW

Project #: 7405 2 590 Return Date: JUN 6 1974

Junction City-Enid Station Road

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(✓) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement.

- - - - - - - - - -

REMARKS

1. Drainage program through the Highway should be investigated and all drainage considerations carefully weighed.

2. Contact with the local Soil and Water Conservation District office should be made before the plans are prepared.

Agency Soil & Water By Bud F. Hadley
Director

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

RECEIVED
MAY 29 1974
PROJECT MANAGEMENT SECTION

NPPEN-PL-7

24 May 1974

LANE CO.

Mr. L. W. Rulien
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Rulien:

The requirements of Executive Order 11296 appear to be applicable for the proposed Junction City-Enid Station Road project described in your "Notification of Intent to Apply for Federal Aid". That notification was inclosed with your 16 May 1974 letter to this office, subject: Notice of Intent for FAP Funds, Junction City-Enid Station Road Sec., Pacific Highway West, Lane County.

A copy of Executive Order 11296 is inclosed.

Sincerely yours,

L. J. STEIN
Chief, Engineering Division

1 Incl
As stated

5-31-74

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
R. N. Chase
W. D. Albright
W. J. Hart
William Anhorn
Alfred Shirley, Jr.

RECEIVED
JUN 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BEN GIFFORD
5-16-74

1041

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR 16242

6-5-75

ORIGINAL SIGNED
WALTER J. HART

FROM: R. W. Ellison
Bridge Administration Engineer

TO:

Mr. Alfred Shirley
Regional Engineer

Attention Mr. Jim Gix

SUBJECT:

Junction City-Airport Road Section
Pacific Highway West
Highway Illumination
Bridge#16242

NOTED
E. S. HUNTER

Attached is a preliminary plan of the proposed highway illumination at the intersection of 992 and Hwy. 36.

Please review this plan in light of your present energy conservation policy. If said policy would dictate turning off any of these lights after the installation is completed, we will consider eliminating such lights from this project. It does not appear prudent to install lighting which will not be used.

Since this project is scheduled for the July 31 bid opening, your prompt reply by telephone will be appreciated.

RWE:dh
Attachment

cc E. S. Hunter
G. J. Ballard

RECEIVED
JUN 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7LL1

1W

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem, Oregon
June 3, 1975

FILE: BR 2229C A
BR 2229D A
BR 2408A

FROM: Jack L. Davis
Foundation Engineer

TO:

Mr. Alfred Shirley
Regional Engineer

SUBJECT:

Foundation Core and Drive Samples
Section: Junction City-Airport Rd.
Highway: Pacific W.
County: Lane

Forwarded to the Regional Geologist by separate carrier are foundation core samples and split tube samples for structures as listed below.

Samples should be forwarded to the Resident Engineer in charge of the project for inspection of the Resident Engineer and by prospective bidders on the project. Samples should then be retained under the control of the Division Engineer until the legal claim period for the contract has expired after completion of the project, at which time the samples may be disposed of. Please return empty core boxes to the Bridge Section Foundation Unit.

Bridge No.	Name	Boxes Drive Samples (No. Jars)	Boxes Core Samples
2229C A	O'flow Br. (Test Holes 1 and 2)	1 (11)	
2229D A	Crow Cr. Br. (Test Holes 1 and 2)	1 (12)	
2408A	O'flow Br. (Test Holes 1 and 2)	1 (8)	

Forwarded: 6-3-75 (Date) To Elliott Parker By State (Carrier)

JLD: dh

cc Walter J. Hart
J. M. Versteeg
~~Resident Engineer~~
Region Geologist Elliott Parker

Versteeg
A. Olson
2 Terpin
Scott
1 Swenson
R. Olson
Trout

RECEIVED
JUN - 4 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

9061

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

May 16, 1975

Mr. F. B. Klaboe
Administrator and
State Highway Engineer
140 State Highway Building
Salem, Oregon 97301

RE: PUX 963 SXF 741

Dear Mr. Klaboe

Enclosed is a copy of Order No. 75-422 issued by the Public Utility Commissioner on May 9, 1975, relative to the above-subject matter.

Very truly yours

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:kw
enclosure
cc:
C. R. Burghart - FHWA
A. E. Johnson
C. T. Keasey
D. H. Moehring
A. Shirley
James E. Chidsey
Wm. Ashorn
R. P. Hamilton

RECEIVED
STATE HWY ENGR
MAY 19 75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
MARIE STEPHENS

Order No. 75-422

Crossing No. 3E-130.30

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 741

In the matter of the application of the State of Oregon by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to close a grade crossing of Prairie Road and Burlington Northern, Inc., Beaverton-Eugene Branch, near Junction City, Lane County, Oregon.

ORDER

On January 29, 1975, the State of Oregon by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner to close a public railroad-highway grade crossing of Prairie Road and the single track main line of the Oregon Electric Railway near Junction City, Lane County, Oregon.

Applicant seeks authority to close the crossing and reroute traffic to an existing crossing 1350 feet south of the Prairie Road crossing.

Copies of the application and all responses relative thereto were duly served on Lane County and the Oregon Electric Railway Company (Burlington Northern, Inc.). No objection by any party has been made to the granting of the application.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application, the responses thereto and the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to close the crossing as requested herein is granted.

(2) Applicant shall:

(a) Close the crossing and bear all the cost thereof.

(b) Notify the Commissioner upon completion of the project.

(3) Burlington Northern, Inc. shall remove the crossbucks after the crossing is closed and bear all the cost thereof.

Made, entered and effective May 9, 1975.

PUBLIC UTILITY COMMISSIONER OF OREGON

CHARLES DAVIS
Public Utility Commissioner

PUC Docket No. SXF _____

PUC Crossing No. 3E-130.30

Federal DOT Crossing No. 66465V

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of State of Oregon by and through its
(name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS Chapter 763. 030 (020/030/040), to

close (construct/alter/change protection at/relocate/close) a grade (grade/separated) crossing

of Prairie Road
(name of street or highway)

and Burlington Northern Inc.
(name of railroad company)

Beaverton-Eugene Branch
(name of railroad main or branch line or other trackage)

near (in/near) Junction City (name of city,town,rail station), Lane (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection fund (allocation formula for protective devices: 50% railroad; 30% state fund; 20% public authority in interest). Estimate of dollar cost to fund: $_____

☐ Federal-Aid Highway System funds.*

_____

☐ Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*

_____

☒ None of above.

*If Federal Fund assistance is expected, please give appropriate federal statutory provision.

Form AX-1/74
Title Page
Revised

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing. (Simplified form AS-1/74 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form SS-1/74 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) XX Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) _____ Other (please specify) _____

_____

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon DOT, Highway Division

   Address: Highway Building, Salem, OR 97310

2. Statutory authority under which this application is made:

   763.030
   (ORS Chapter 763.020/030/040)

   Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

   Railroad milepost 130.13

   City ----

   Nearest railroad station Junction City

   County Lane

   The proposed project is to be in the NE 1/4 of the NW 1/4 of Section 8, Township 16S, Range 4W, W. M.

4. Name of public highway involved in this project:

   Prairie Road

   Name of public authority with jurisdiction over this highway:

   Lane County

5. Name of railroad involved in this project: Burlington Northern, Inc.

   Beaverton-Eugene Branch
   (include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

   a. Burlington Northern, Inc.
   b. Oregon Department of Transportation, Highway Division
   c. Lane County
   d. _____
   e. _____
   f. _____

   Have you served each of these parties with a copy of this application? No (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose):

The crossing of Burlington Northern tracks by Prairie Rd. will be abandoned. The traffic wishing to cross the railroad tracks will be able to utilize the existing crossing 1350' south of this crossing. The southerly crossing will be upgraded by the installation of left turn lane for south to east bound traffic with a turn out for north to east bound traffic.

8. Is the project contemplated necessary for the service, accommodation and convenience of the public? Yes

If yes, why? the four-laning of Pacific Highway East makes the existing crossing unsafe due to the skew angle at its intersection with Prairie Rd. The improvement of the Mapleton-Junction City Highway extension across the railroad tracks makes a better crossing.

9. Is the crossing involved (to be) a separated crossing? No

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? No

If no, why not? Insufficient traffic to warrant expenditure

11. Physical description of the crossing:

a. The Highway

(1) Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project: Prairie Road approaches from the SE on tangent, making a sharp 45° turn just prior to crossing. It then crosses 99W and continues on in a northwesterly direction on tangent alignment.

(2) Width---The highway is 21 feet wide at the crossing at present; after completion of the project it will be 0 feet wide at the crossing, consisting of (from SE (N/S/E/W) to NW (N/S/E/W)):

At present--	After completion--
Shoulder* of 0 feet	Shoulder of 0 feet
2 lane(s) at 10.5 ft.each	___ lane(s) at 0 ft.each
Median of 0 feet	Median of 0 feet
___ lane(s) at 0 ft.each	___ lane(s) at 0 ft.each
Shoulder of 0 feet	Shoulder of 0 feet

Explanation, if necessary _____

* If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

(3) Surface---	At present:	After completion:
Type of surface on traveled way:		
on approaches	Asphalt	none
at crossing	Asphalt	none
Type of surface on shoulders:	N/A	N/A
Condition of surface:		
on approaches	fair	N/A
at crossing	fair	N/A
Is the highway curbed on the approaches?	No	N/A

(4) Gradient, going toward crossing, on--	At present:	After completion:
SE (N/S/E/W) approach	± 1.5 %	± ---- %
NW approach	± 1.0 %	± ---- %

(5) Nearest highway intersection on each approach--

NW (N/S/E/W) approach	200 ft; ADT 7700	-- ft; ADT ---
SE approach	1350 ft; ADT 360	-- ft; ADT ---

Are traffic signals (to be) installed at either of these intersections? No No

If yes to either, explain which intersection(s) is (are) signalized, and whether or not this signalization is interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include it and the traffic signals as items of protection set forth in item 14 of this application. Also include part-time turn restriction signs.):

(6) If this is an existing crossing, describe how it is now protected (2 crossbucks, 2 stop signs, 2 advance warning signs, 1 wigwag, etc.). Also indicate which, if any, of the existing devices will remain in place after completion of this project:

Two cross bucks

b. The Railroad

(1) Number of tracks--- one one

Note: If any track is separated by more than 200 feet from the nearest adjacent track in either direction, there is more than one crossing involved.

(2) Angle of crossing--- 33 ° — °

If more than one track-highway angle exists, please detail the angles, track by track, below:

(3) Alignment--- Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

Tangent before & after

(4) Nearest switch---

	At present:	After completion:
N (N/S/E/W) of crossing:	over 1000 ft	same ft
S of crossing:	over 1000 ft	Same ft

(5) Rail through crossing--- N/A

	At present:	After completion:
Weight of rail (lbs/yard):		
Year installed:		
Year manufactured:		

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs: _____

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume---

At present: 420; After completion: 0;

Expected 5 years after completion: 0.

(2) Speed of vehicles---

	At present:	Expected after completion:
300 ft from crossing on SE (N/S/E/W) approach:	20 mph	0 mph
on NW approach:	5 mph	0 mph
At crossing:	10 mph	0 mph
Posted speed limit on approaches:	not posted mph	0 mph

(3) Direction of traffic flow: NW to SE (N & S, etc.)

b. The Railroad

(1) Train movements--- (avg per day)

	At present:	Expected after completion:
Freight trains:	6	6
Switching movements:	4	4
Passenger trains:	0	0

(2) Speed of trains---

Maximum allowable:	35 mph	35 mph
Typical:	35 mph	35 mph
Slowest normal:	5 mph	5 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains---

From a "Safe Stopping Distance" (see table below) on the	The motor vehicle operator can see along the railroad for
NW (N/S/E/W) approach:	1000 ft to right; 1000 ft to left.
SE approach:	1000 ft to right; 1000 ft to left.

If these sight distances will be changed on completion of the project, please explain below:

_____

_____

_____

Note: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices--- N/A

Will vision of the protective devices to be installed at the crossing be obstructed from the view of a driver of an approaching vehicle on the main approach road within 1500 feet of the crossing? _____.

If yes, please explain by what and at what points it is (to be) obstructed:

_____

_____

_____

14. List the number and types of protective devices to be installed at the crossing and on its approaches:

Note: TYPES OF DEVICES

Commissioner's Standard No. 1R, reflectorized crossbucks
Commissioner's Standard No. 1S, vehicle "STOP" signs
Commissioner's Standard No. 2, flashing light signals with gongs
Commissioner's Standard No. 2B, cantilevered flashing lights w/gongs
Commissioner's Standard No. 4, automatic gate signals*
Commissioner's Standard No. 5, traffic signals
Traffic signals at adjacent intersection**
Track circuitry to interconnect with traffic signals
Part-time turn restriction signs**
Standard advance warning signs
Standard advance warning pavement markers
Standard "STOP AHEAD" signs
Standard railroad "STOP" signs

* To be used in conjunction with Standard No. 2 or No. 2B flashing light signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: _____

Number of such devices: _____; To be located as follows: _____

_____

_____

(1) Who will perform the installation? _____

(2) Estimated cost of installation: $_____ *

(3) Who will pay for said installation?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

b. Protection type: _____

Number of such devices: _____; To be located as follows: _____

_____

_____

(1) Who will perform the installation? _____

(2) Estimated cost of installation: $_____

(3) Who will pay for said installation?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

c. Protection type: _____

Number of such devices: _____; To be located as follows: _____

_____

_____

(1) Who will perform the installation? _____

(2) Estimated cost of installation: $_____

(3) Who will pay for said installation?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

* Include cost of furnishing the protective device(s).

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

_____

Estimated cost of this portion: $_____.

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing surface materials and installation of all these items.

b. Remainder of crossing area:_____

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

_____

b. Remainder of crossing area:_____

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

_____

b. Remainder of crossing area:_____

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

_____

b. Remainder of crossing area:_____

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer.
Example: Main track--predictor units; Spur tracks--island circuits.)

_____

_____

_____

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? _____

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

_____

_____

_____

SECTION III. Separated Crossings

20. At the crossing, the highway will be _____ the railroad tracks.
(above/below)

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? _____
(yes/no)

If no, please give reasons why attenuators are not necessary:

_____

_____

_____

21. Who will construct the structure?

a. _____

b. _____

22. Who will pay for such construction?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

_____

b. All highway appurtenances: _____

c. Above the bottom of the beams plus the beam-bearing assemblies:

_____

d. Railroad tracks, railroad drainage and all railroad facilities:

_____

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

_____

b. All highway appurtenances: _____

c. Above the bottom of the beams plus the beam-bearing assemblies:

_____

d. Railroad tracks, railroad drainage and all railroad facilities:

_____

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? _____

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? _____

If so, describe (and attach complete drawing): _____

27. Is a temporary crossing at grade necessary during the construction period? _____

If so, answer questions, 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: _____.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) _____

SECTION IV. -- PERMANENT CROSSING CLOSURE

28. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: Utilization of existing crossing 1350' south of proposed closed crossing.

Route B: None existing

29. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A-- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: None

Route B: N/A

30. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: Yes - crossing 3E-130.50, protected by two cross-bucks. Additional traffic to crossing 420 vehicles per day

Route B: N/A

31. What protective devices are currently installed at the crossing to be closed?

Two cross-bucks

32. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? No

33. Who will close the crossing? Oregon DOT, Highway Division

34. Who will bear the expense of closing the crossing? Oregon DOT, Highway Division

35. Who will maintain the barricades, if any, at the closed crossing?

No barricades proposed, pavement will be obliterated

36. Who will pay for said maintenance? N/A

SECTION V. -- (To be completed by all except those completing Section IV)

37. List all crossings located within one-half mile of the proposed or to be altered crossing and show how they are protected:

38. Upon completion of this project, will it be possible to close any existing crossings in the area? _____

If yes, list and explain: _____

_____

_____

_____

If no, explain why not: _____

_____

_____

_____

39. Other items of construction and cost distribution:

_____

_____

_____

_____

_____

* *

40. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes OSHD Dwg. No. 9B-12-12

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 17th day of January, 1925.

F. B. Klaber
(Applicant)

J. W. P. Lee
(Attorney)

I, F. B. KLABER, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

F. B. Klaber

STATE OF OREGON }
County of } ss.

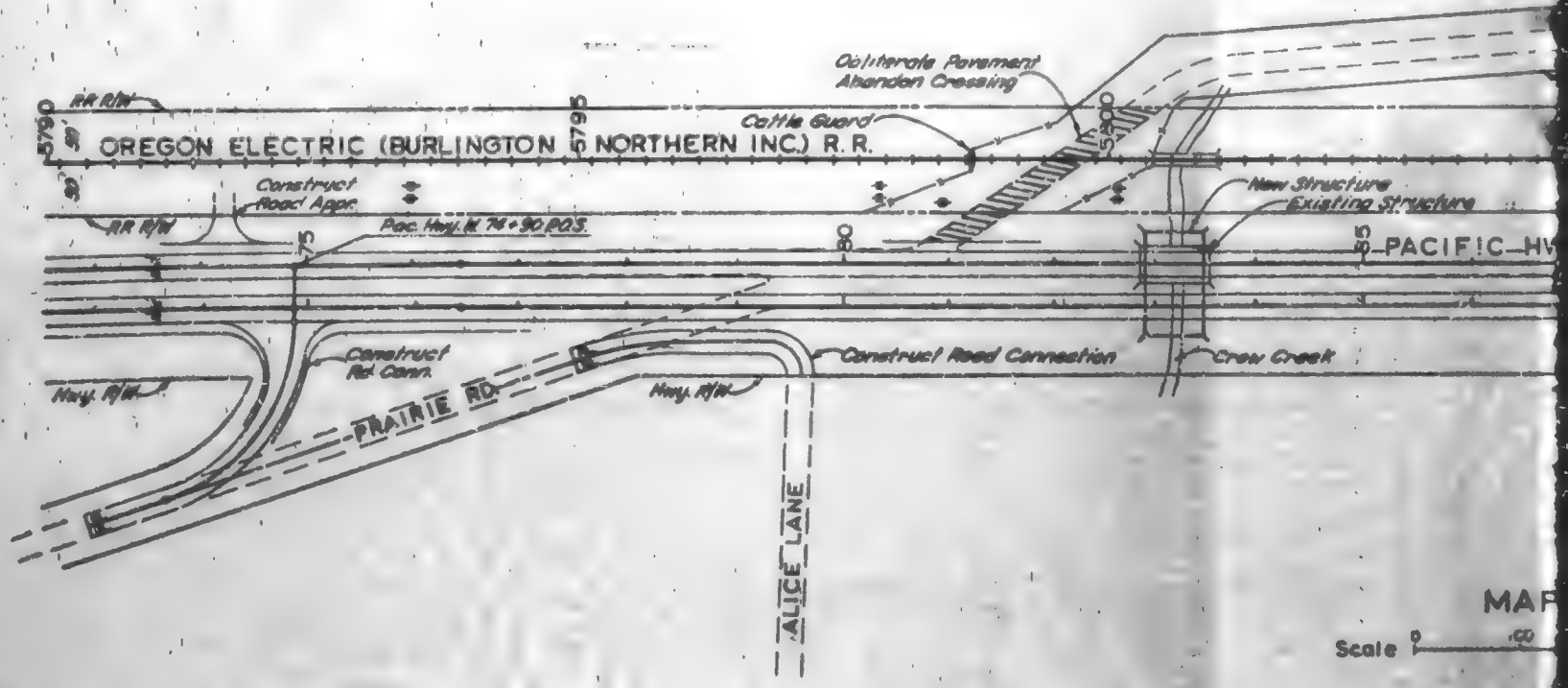
Subscribed and sworn to before me this 17th day of January 1925.

J. W. P. Lee
(Notary Public for Oregon)

My Commission Expires: 12-15-26

Form AX-1/74
Signature Page

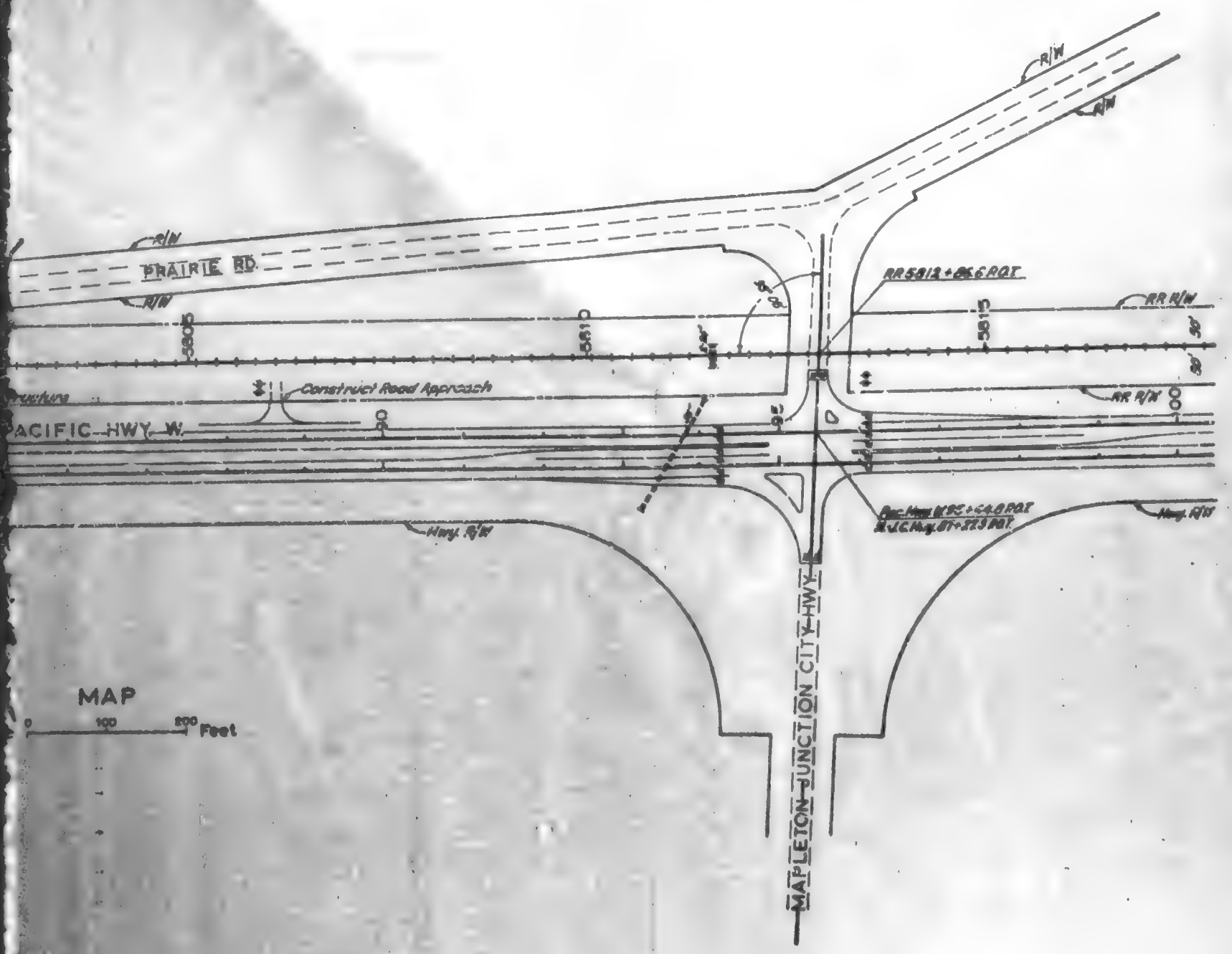
SEC. 8, T



MAP

Scale

SEC. 8, T. 16 S., R. 4 W., W.M.



MAP

0 100 200 Feet

OREGON STATE HIGHWAY DIVISION

P.U.C. MAP

ABANDONMENT OF PRAIRIE RD. XING OF O.E.RR.

JUNCTION CITY-AIRPORT ROAD SEC.

PACIFIC HIGHWAY W.

LANE COUNTY

SCALE: 1"=100' DEC. 1974

DRG. NO. 98-12-12

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon
May 16, 1975

FILE: ROW 18-2

FROM: ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.
ALFRED SHIRLEY, JR.
Regional Engineer

TO: Victor D. Wolfe
Location Engineer

SUBJECT: Closure of Prairie Road
Junction City-Airport Rd. Sec.
Pacific Highway West
Lane County

Attached hereto is a copy of a PUC order approving the closure of Prairie Road crossing of the Oregon Electric Railway. This is in connection with the Junction City-Airport Road proposed project on the Pacific Highway West.

Last month when the hearing was held on this section, a Mr. Hughes, property owner, felt that he would be adversely affected by this closure. I indicated to him that we could study the possibility of extending Prairie Road alongside the railroad tracks on the easterly side of the railroad right of way and establishing a new crossing opposite the proposed westerly connection of Prairie Road to the highway. Mr. Hughes indicated to me that he might even be amenable to donating the required right of way to achieve that end.

Would you please have your organization look into this possibility and advise this office of your recommendation.

AS/cw
Attach.

cc J. H. Versteeg

REFERRED TO

Beard ____ Reed ____
Cole ____ Semple ____
Erikson ____ Watson ____
Hager ____ Waite ____
Return Discuss Do File Copy Do ____
BY FINAL DESIGN ENGINEER

1 Versteeg
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 19 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____
Other ____

Order No. 75-422

Crossing No. 3E-130.30

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 741

In the matter of the application of the State of Oregon by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to close a grade crossing of Prairie Road and Burlington Northern, Inc., Beaverton-Eugene Branch, near Junction City, Lane County, Oregon.

ORDER

On January 29, 1975, the State of Oregon by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner to close a public railroad-highway grade crossing of Prairie Road and the single track main line of the Oregon Electric Railway near Junction City, Lane County, Oregon.

Applicant seeks authority to close the crossing and reroute traffic to an existing crossing 1350 feet south of the Prairie Road crossing.

Copies of the application and all responses relative thereto were duly served on Lane County and the Oregon Electric Railway Company (Burlington Northern, Inc.). No objection by any party has been made to the granting of the application.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application, the responses thereto and the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to close the crossing as requested herein is granted.

(2) Applicant shall:

(a) Close the crossing and bear all the cost thereof.

NOTED
J. E. CHIDSEY

(b) Notify the Commissioner upon completion of the project.

(3) Burlington Northern, Inc. shall remove the crossbucks after the crossing is closed and bear all the cost thereof.

Made, entered and effective May 9, 1975.

PUBLIC UTILITY COMMISSIONER OF OREGON

Charles Davis

CHARLES DAVIS
Public Utility Commissioner

9061

1W

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Eugene, Oregon
May 15, 1975

FROM: D. W. Greene
Resident Engineer

TO: Alfred Shirley, Jr.
Regional Engineer
Roseburg, Oregon 97470

SUBJECT: Material Source
Junction City-Enid Station
Pacific West Highway
Lane County

Please be advised that the application for the permit for the excavation of the aggregate for crushed material was submitted to the Lane County Planning Section April 21, 1975. The hearing for this permit is scheduled as application #5 on June 17, 1975.

DWG/eew
enc.
cc: C. T. Keasey
J. H. Versteeg

1 Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

Copy
Copy
Copy

RECEIVED
MAY 19 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

9061

1W

Salem, Oregon
May 7, 1975

J. H. Vorsteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48561 - Withem et al
Material Source
Junction City - Airport Road
Pacific Highway West
Lane County

Attached is a description, an authorization and Right of Way prints for a material source on the subject section, which has already been optioned.

BY:
Floyd G. Scott
Right of Way Description Engineer

FGS:md

Attach.

9061

WILDLIFE
[redacted]
COMMISSION

NORTHWEST REGIONAL OFFICE

ROUTE 5, BOX 325 • CORVALLIS, OREGON • 97330 • Phone 926-5571

TOM McCALL
GOVERNOR

OREGON STATE HIGHWAY DIVISION
RESIDENT CONSTRUCTION ENGINEER
RECEIVED
MAY 14 1975
NOTED:

FW

Junction City - Airported

May 7; 1975

Doug Greene
Locating Engineer
Oregon State Highway Dept.

Dear Doug:

It has been a pleasure to work with you on the design of the Ponds on highway 99W south of Junction City. The proposed free form shape, twenty feet depth and outlet structure will enhance the ponds' effectiveness as fish producers.

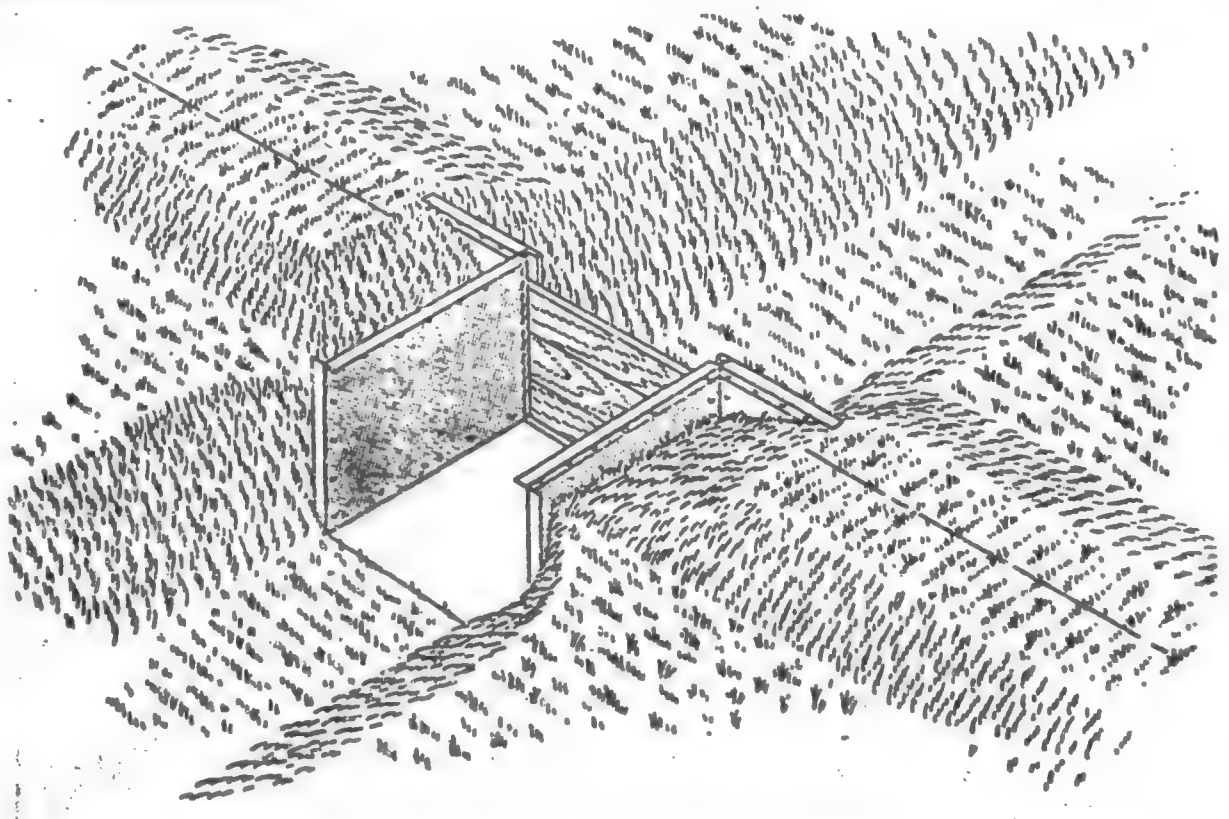
Yours truely
John Andrews
John Andrews
Ass't District Fisheries Biologist

9-20-79 Discussed w/Cole/Whitby & they said yo to outlet structure — Don Trout

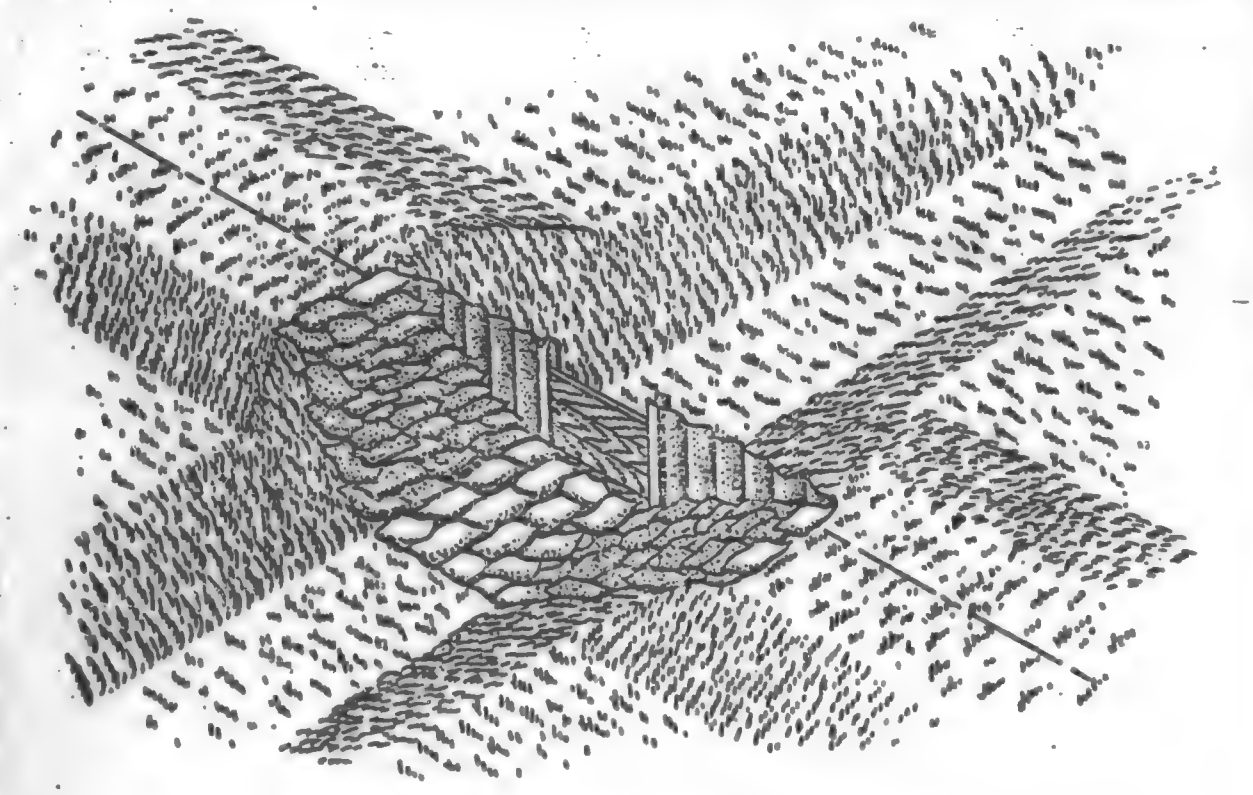
Vertecs
Olsen
Scott
Swenson
Savage
Trout
RECEIVED
DEC 20 1976
ROAD DESIGN SECTION
Requires Reply
Do not File
Return To
Bring Up
Other

ROSEBURG REGION
RECEIVED
OCT 18 1976

12-14-76
CC: Don Trout + I thought we had covered this previously. Should be adequate statement of intent.



PREFABRICATED METAL STRUCTURE



SHEET PILING HEADWALL WITH APRON
AND SIDEWALLS OF SAND-CEMENT BAGS

Figure 6-39 Small low cost water control structures

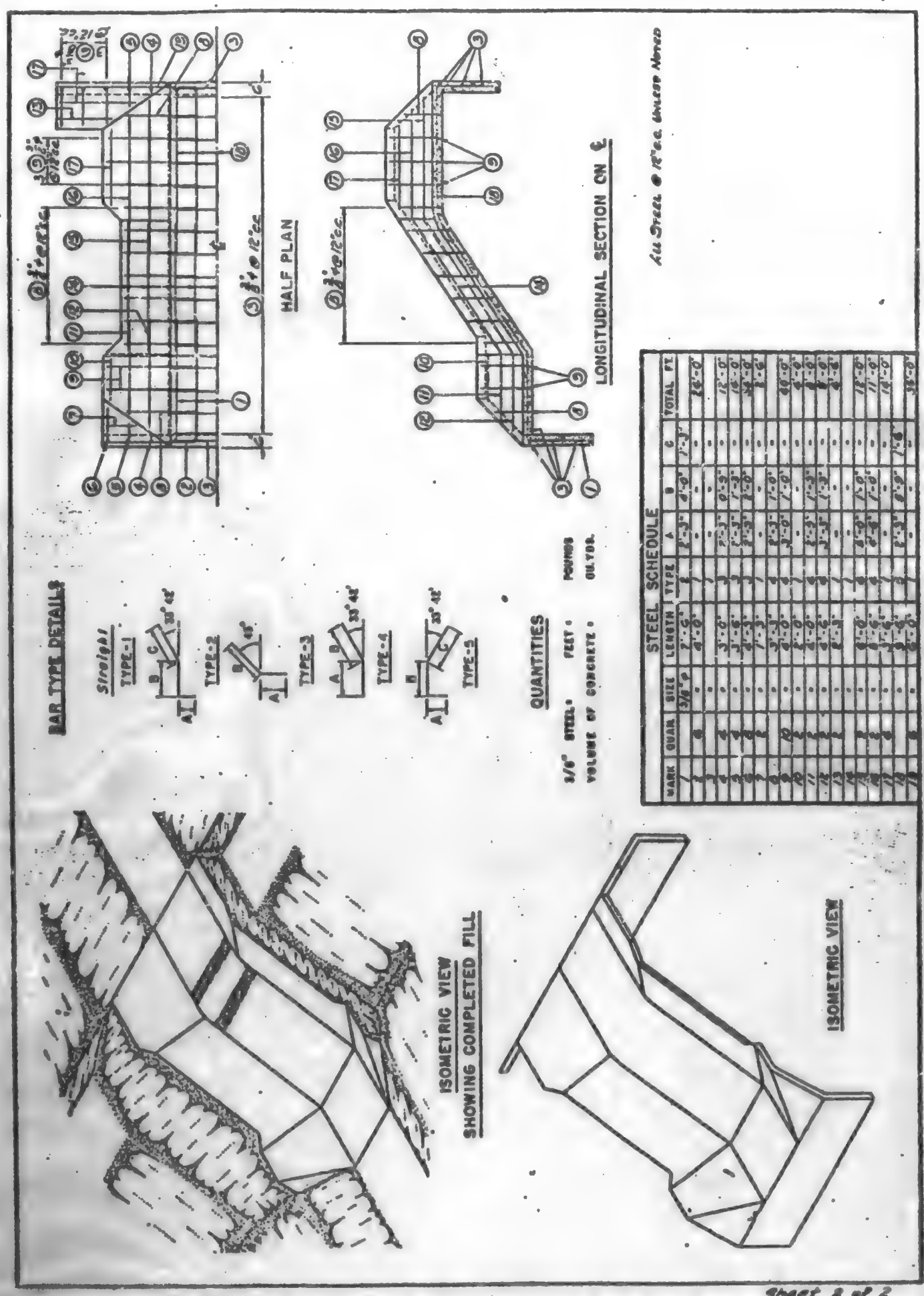
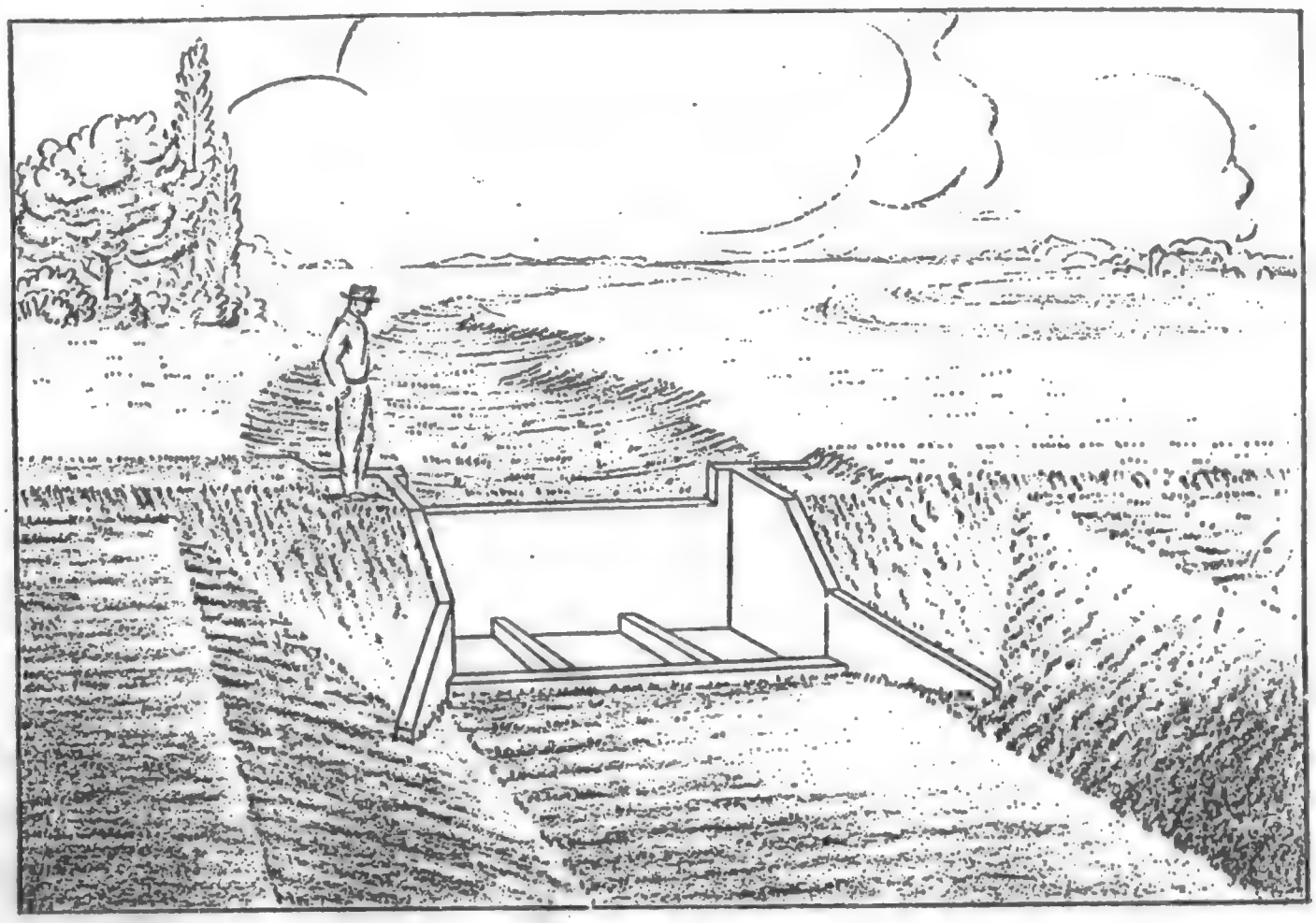
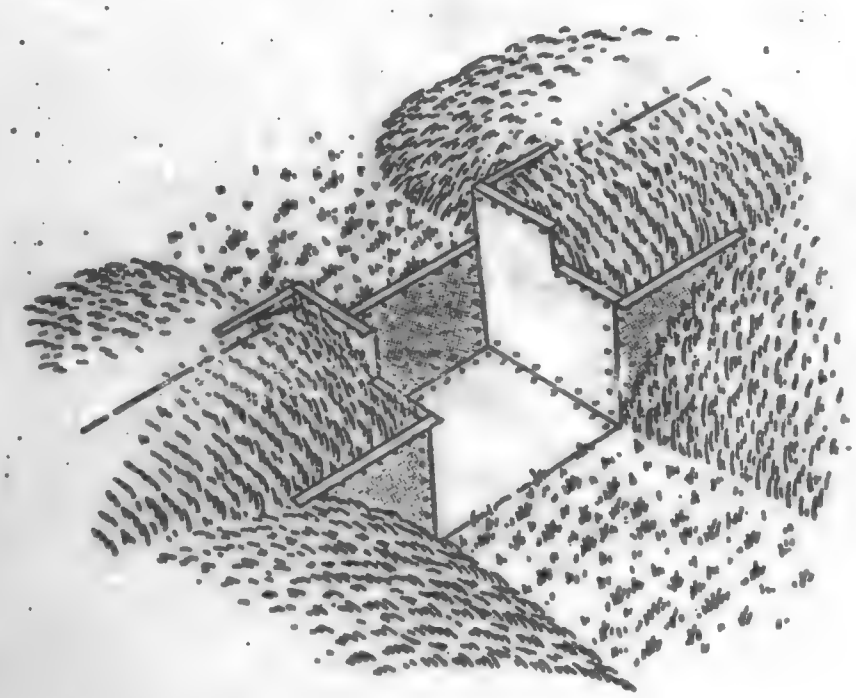


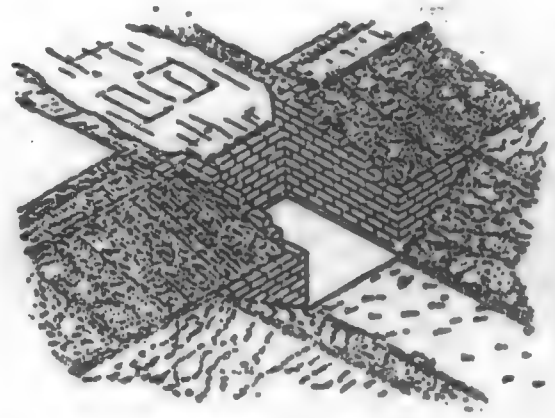
Figure 6-17 Typical standard plan for low head formless concrete chute



Reinforced concrete



Prefabricated metal



Concrete block

Figure 6-5 Straight drop spillways

7061

April 9, 1975

Board of County Commissioners
Lane County
Courthouse
Eugene, OR 97401

Attention: D. M. Penfold
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 3257

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of the Junction City-Airport Road Section of the Pacific Highway West in Lane County.

A fully executed copy of this agreement is being sent to the Department of Public Works and we are retaining the same for the Transportation Commission's files.

Very truly yours,

G. W. Head
COMMISSION SERVICES

fkm
Att.
cc Department of Public Works
Lane County
135 East 6th Avenue
Eugene, OR 97401

Don Harwell (conf. agree. att.)

9461

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 8, 1975

Mr. Vern Delk, Senior Planner
Land Use Controls Section
Environmental Management Department
135 East 6th Ave.
Eugene, Oregon 97401

Dear Mr. Delk:

Re: Division of State Lands Permit
Application #RP 1927,
Highway Job #133
(Lane County Tax Lot 400,
Map 16-04-17)

Thank you for your letter of April 7, 1975, stating a conditional use permit will not be required for this site.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT
Donald L. Trout
Design Office Engineer

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 11 1975
ROAD DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

DLT:jh
cc: Alfred Shirley

RECEIVED
APR 9 1975

4-8-75
cc: Don Trout - We need the whole package to do us any good. We are proceeding with the conditional use permit.

Form 81-734-3122

lane county

April 7, 1975

Donald L. Trout
Design Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Trout:

Re: Division of State Lands Permit Application #RP 1927
Highway Job #133
(Lane County Tax Lot 400, Map 16-04-17)

In my letter of March 11, 1975, I stated removal of aggregate from the above-referenced site would require approval of a conditional use permit by Lane County. In relating these requirements to you I had overlooked a specific exemption for public lands that applies to this particular request (Lane Code, Chapter 10.305-40).

This exemption reads, "Unzoned public land notwithstanding subsequent zoning may be used for the purposes intended when the land was acquired, notwithstanding the use provisions of the district in which the land is situated."

According to our records, the State acquired this property in 1938 and the area was not zoned until 1958 (Ordinance #105). Also, it appears the site was used as a borrow pit prior to 1958. For these reasons, I am happy to inform you that a conditional use permit will not be required for you to use this site. I apologize for any inconvenience my first letter may have caused you.

Very truly yours,

Vern Delk, Senior Planner
Land Use Controls Section

dy

cc: Division of State Lands

RECEIVED
APR 9 1975
ROAD DESIGN SECTION

Trout

Return Reply
Approval
Date
Other

4D61

4

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 28, 1975

TO Oregon ~~State Highway~~ Transportation ~~xxxxxxxxxx~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Finance Approval**
Federal-aid Projects

The following surveys have been completed as a part of our accelerated construction program to comply with the President's stimulation to the construction industry.

I recommend these projects for federal-aid finance and request your authorization to proceed with early contract lettings.

Chemawa Road-Hayesville Interchange Section, Pacific Highway East, Marion County: Grade and Pave	**PFA**	**$2,000,000**
S.W. Clay St.-S.W. Sheridan St., Pacific Highway West, Multnomah County: Roadside Improvement	**FAU**	**$ 160,000**
Junction City-Airport Rd. Section Pacific Highway West, Lane County: Grade, Pave and Structure	**FA**	**$6,750,000**
McNary-Diagonal Road Section, Columbia River Highway, Umatilla County: Paving	**FA**	**$ 400,000**
Fern Hill-Astoria Section, Lower Columbia River Highway, Clatsop County: Paving	**FA**	**$1,000,000**
N.W. 31st Ave.-N.W. 112th Ave. (Portland) Section, Lower Columbia River Highway, Multnomah County: Paving	**FAU**	**$ 375,000**

Ross Island Bridge Interchange Section, Oswego Highway, Multnomah County: Paving	FAU	$ 155,000
Necanicum Highway Jct.-Brighton Section, Oregon Coast Highway, Tillamook County: Paving	FA	$ 650,000
Hunter Lodge (M.P. 140.95)-SCL Lakeview Section, Fremont Highway, Lake County: Paving	FA	$ 240,000
Link River-Homedale Rd. Section, Klamath Falls-Lakeview Highway, Klamath County: Paving	FAU	$ 500,000
Five Corners-Lakeview Section, Klamath Falls-Lakeview Highway, Lake County: Paving	FAS	$ 460,000
Lancaster Dr.-Deer Park O'xing Section, N. Santiam Highway, Marion County: Paving	FAU FAS	$ 240,000 240,000
Ruch Section, Jacksonville Highway, Jackson County: Grade and Pave	FAS	$ 300,000
Jordan Valley-Jordan Creek Section, I.O.N. Highway, Malheur County: Grade and Pave	FAS	$1,500,000

This matter will be on the agenda for your consideration at the March 31 meeting.

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
Gary Sund
Jack Graham

BLG:js srb

9041

IW

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 27, 1975

FROM: Donald L. Trout
Design Office Engineer

TO: Alfred Shirley
Region 3 Engineer

SUBJECT: Borrow Source
Junction City-Airport Rd. Sec.
Pacific Highway West
Lane County

Mr. Versteeg's reply of March 26, 1975, to Mr. John McKean, State Wildlife Director, stated we would cooperate in the mutual development of this possible borrow source.

Please coordinate the design and development of this with the Wildlife Commission to the end that we have an appropriate design and agreement. Please keep them advised periodically on your progress.

2 Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
1 Trout

RECEIVED
APR 1 - 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

DLT:jh
cc: Mr. John W. McKean
Mr. Jim Lauman

Copies to G. Potter
4-2-75 D. Mochring
we B. Boyd

3-31-75

CC: Doug Greene - Please forward the letter of agreement we discussed as soon as you have it.

J.H. Versteeg - We have developed a pond plan in cooperation with Wildlife Comm.

WILDLIFE
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • PH. 229-5551

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
ALLAN L. KELLY, Chairman
FRANK A. MOORE, Member
MRS. ALLEN BATEMAN, Member
DAN CALLAGHAN, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

March 21, 1975

Mr. Hal Versteeg
Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

Oregon State Highway Division plans to excavate two borrow ponds, each approximately eight acres in size and 20 feet deep, adjacent to Pacific Highway south of Junction City is of real interest to this agency.

Angling opportunities adjacent to Willamette Valley metropolitan areas are limited. Yet, the demand for angling is constantly increasing. Thus, we would be very interested in working with the Highway Division in design and management of these ponds to obtain productive fishing waters.

This office would welcome the opportunity to work with you and your staff toward this goal.

Sincerely,

John W. McKean
Director

1 Versteeg
A. Olson
Copy Terpin
Scott
Copy Swenson
R. Olson
Copy Trout
vr

RECEIVED
MAR 25 1975
ROAD DESIGN SECTION

Requires Reply
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Receiver Keep
Do not file
Return To
Bring up
Other

1061

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 26, 1975

Mr. John W. McKean
State Wildlife Director
Oregon State Wildlife Commission
1634 S.W. Alder Street
Portland, Oregon 97208

NOTED
E. S. HUNTER

Dear Mr. McKean:

Re: Borrow Source
Junction City-Airport Rd. Sec.
Pacific Highway West
Lane County

Your letter expressing an interest in working with the Highway Division to design and manage fishing waters from this possible borrow source has been reviewed. We would be happy to cooperate in this development should the use of this borrow source become a reality.

As you may be aware the development of this source is still in the early planning stage. A right-of-way option for purchase of the property must be obtained. County Planning Commision approval must be gained. If these are received, the site will then be offered to the contractor as a prospective source of material. His decision as to whether or not he will use the source will determine the outcome.

In the meantime, with assistance from your staff, we will develop a design for the borrow pit that will be appropriate should the contractor use this source.

Very truly yours,

J. H. Versteeg

J. H. Versteeg
Road Design Engineer

DLT:jh
cc: E. S. Hunter
Alfred Shirley

RECEIVED
MAR 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

-9061

IW

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 21, 1975

Salem, Oregon 97310

SUBJECT: Addendum to Hydraulics Report
Junction City-Airport Rd. Sec.
Pacific Highway 1W
Lane County

TO: FILE

In the original Hydraulics Report dated December 11, 1974, recommendations were made on the minimum size channels necessary to convey a 50-year design flood across the highway right of way; however, no mention was made of the channel bottom elevations to be used in the design. The hydraulic design of these crossings assumed that the flowlines for the channels would be maintained at their present elevations.

Several of these crossings are located in reaches which are part of a Soil Conservation Service project to widen and deepen the existing stream channels. To avoid future conflict with the SCS project, it has been decided to excavate the stream channels beneath our structures to the proposed SCS channel gradelines with channel widths given in the Hydraulics Report to be provided at elevations equal to those of the existing stream flowlines. As a result of the additional excavation, the channel widths at the lower flowline elevations will not necessarily match the channel widths suggested in the Hydraulics Report. This change should increase the capacity of each bridge opening since the available waterway areas will be greater than those of the recommended channels.

Richard L. Lenz
Hydraulics Engineer

by Stephen H Macnab
Stephen H. Macnab
Asst. Hydraulics Engineer

SHM:jk
cc: Victor D. Wolfe
J. H. Versteeg ✓
Walter J. Hart
Gary Potter
Alfred Shirley, Jr.
Jack Davis

REFERRED TO

Board ____ Read ____
Col ____ Semple ____
Brison ____ Watson ____
Hagar ____ Wolfe ____
Return Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
A. Olson
2 Terpin
Scott
3 Swenson
R. Olson
Trout

RECEIVED
MAR 25 1975
ROAD DESIGN SECTION

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Receiver Keep ☐
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Return To ____
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Other ____

9061

1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg, Oregon

March 21, 1975

FROM: GARY KENNEN
Regional Utility Engineer

SUBJECT: Channel Improvements
Junction City - Airport Road Sec.
Pacific Highway West
Lane County

TO: J. H. Versteeg
Road Design Engineer

This is to bring you up on the latest negotiations with Junction City Water Control District. The special channel change, as shown on sheets 2B and 4 of the plans located at station 26+48, is not within the jurisdiction of Junction City Water Control District and should therefore be deleted.

The Soil Conservation Service has requested additional riprap be placed in the channel at station 316+00. (See attached sketch). This riprap will be at Oregon State Highway Division expense.

Junction City Water Control District has agreed to pay for additional excavation and riprap for the channel change at station 83+20. I am, by a copy of this letter, requesting the utility engineer's office to prepare an agreement, whereby, the water control district will reimburse Oregon State Highway Division at bid prices.

The agreement with a sketch and estimate of quantities and costs should be sent to the attorney for the water control district:

Miller, Moulton, and Andrews
P. O. Box 1475
Eugene, OR 97401
ATTENTION: Bob Moulton

REFERRED TO

	Board		Ford
WEG	Cole		Semple
	Erikson		Watson
	Hagar		Wolfe

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

GK:ld
Attachment
cc: Jim Chidsey
Ellis Jones

1 Versteeg
A. Olson
2 Terpin
Scott
3 Swenson
R. Olson
Trout

RECEIVED
MAR 24 1975
ROAD DESIGN SECTION

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Bring Up
Other

(1) Remove Exfg. Timber Pile Bridge
Bridge No. 2408A
Const. Bridge - 65'
Roadway Width - 86'-2"
For Drg. Nos. See Sheet 1

(2) Const. Channel Change
Const. Loose Riprap (Class 100) - 490 C.Y.
Gen. Exc. 7450 C.Y.
Toe Tr. Exc. 150 C.Y.

(3) "L" 336+12
Const. Rd. Connection Rt.

(4) "L" 336+40
Const. Rd Connection Lt.

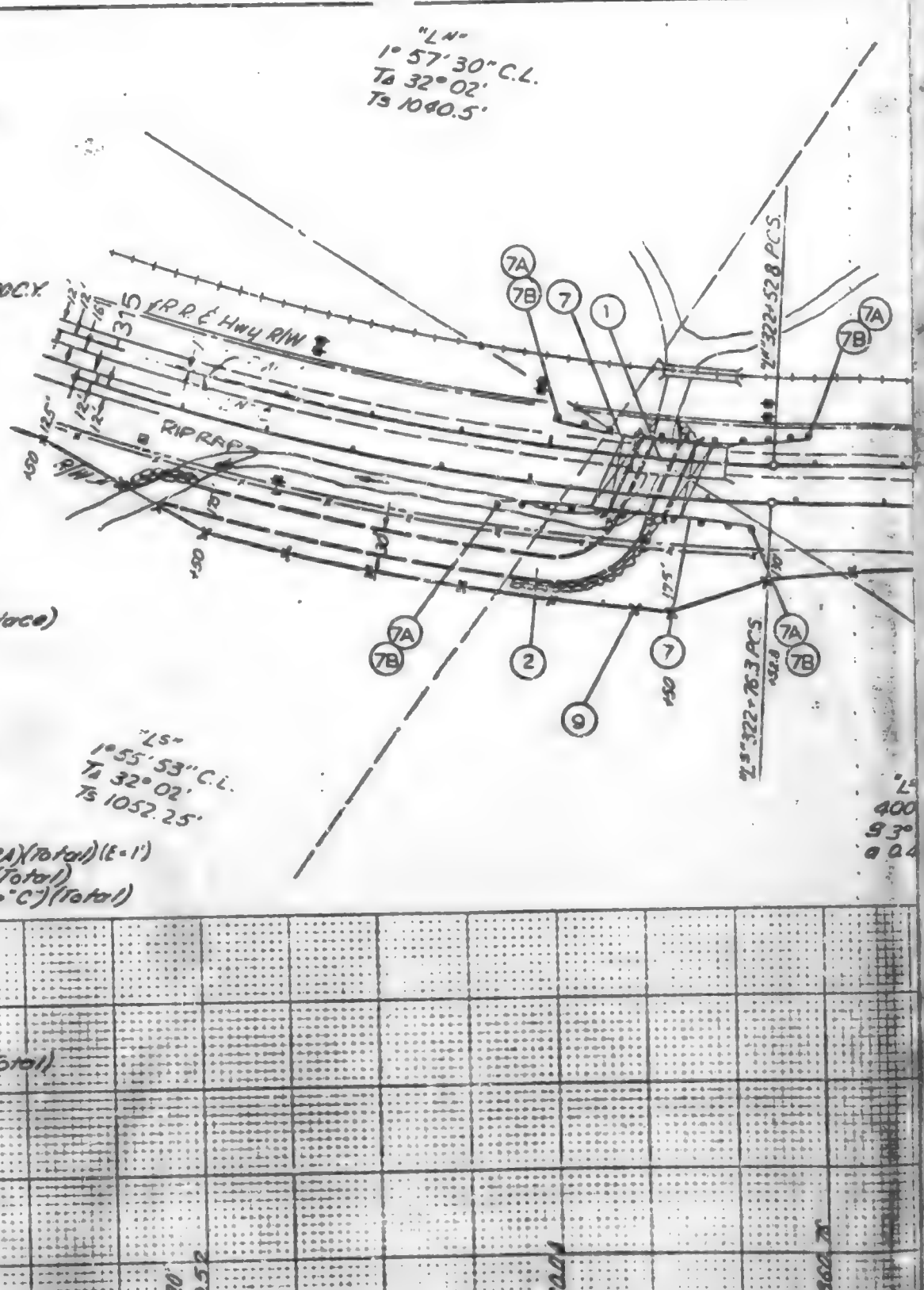
(5) Sta. 336+00 (Rt.)
Abandon 24" x 72' Culv. Pipe
24" x 66' Conc. Culv. Pipe (In Place)
Extend - 50' Bk.
Tr. Exc. 8 C.Y.

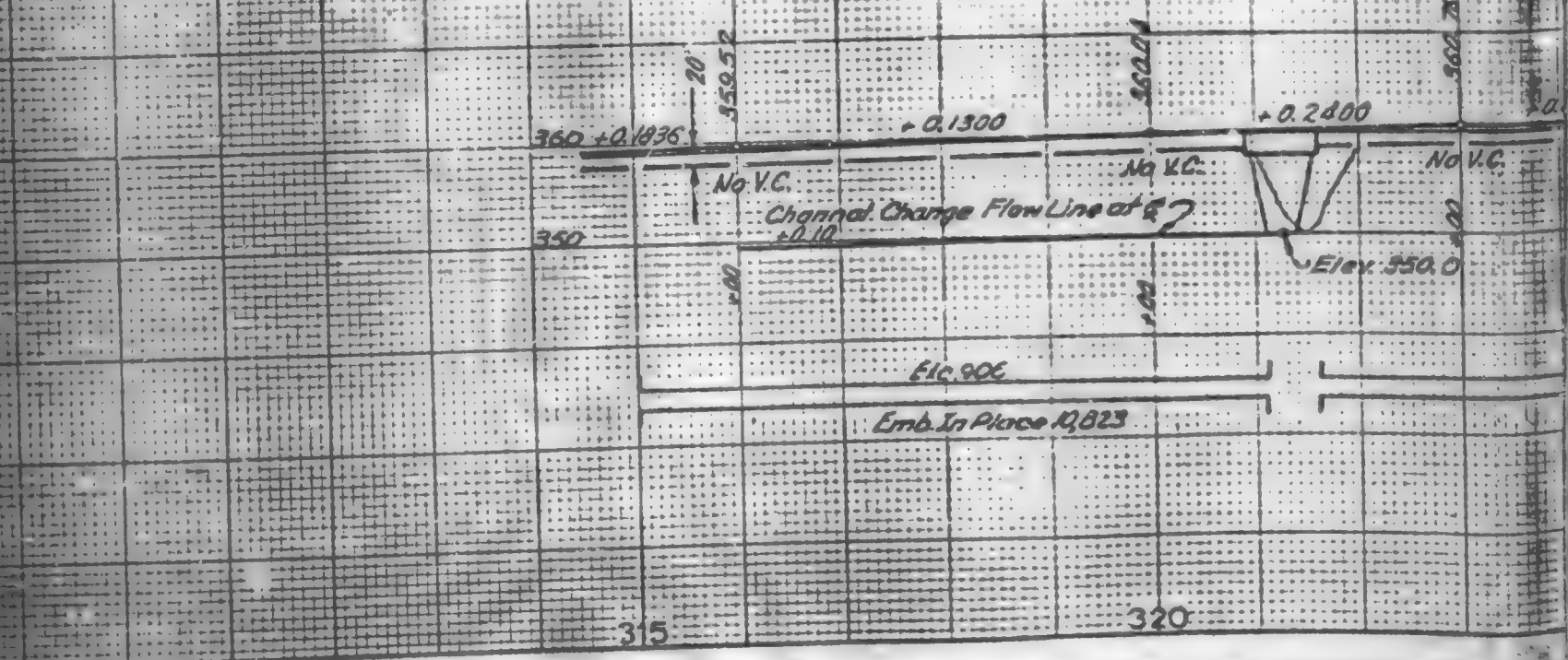
(6) Sta. 338+00 (Lt.)
18" Conc Culv. Pipe (In Place)
Extend - 52' Ah.
Tr. Exc. 7 C.Y.

(7) Const. Guard Rail - 400' (Type 2A) (Total) (E-1)
(7A) (7A) Const. Anchors - 4 (Type 1) (Total)
Inst. End Pieces - 4 (Type "C") (Total)

(8) Painted Traffic Markers
(By Others)

(9) Const Fence (Type 2) - 2,330' (Total)





OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 14, 1975

NOTED
E. S. HUNTER

Lane County Department of Public Works
135 East Sixth Avenue
Eugene, Oregon 97401

Attention: Mr. Al Driver, Director

Dear Al:

Herewith for your consideration are four copies of a proposed agreement dealing with improvement of the Junction City-Airport Road Section of Pacific Highway West (99).

The agreement provides for the State to obtain the necessary right-of-way and perform all work on the project. Several County road connections are to be improved, and any property outside the state highway right-of-way will be transferred to County following completion of construction. The County is requested to cooperate, in the usual manner, to effect the adjustment of any utility installations that may be in conflict with the plans.

Please examine the terms of the agreement carefully and, if you concur, present it to the Board of County Commissioners with your recommendation of approval. Request the Board to sign three copies, have the County Clerk attest and affix the County Seal, and return the three signed copies to this office for presentation to the Oregon Transportation Commission.

RECEIVED
FEB 18 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Al, we are proposing to open bids for this project on March 27 and, because of this, would very much appreciate any action you may be able to take in expediting this matter. Thank you for your interest and cooperation.

Very truly yours,

L. W. RULIEN
Project Management Engineer

By

Mainor C. Holmes
Mainor C. Holmes
Office Engineer
County-City Unit

MCH:scr

Enclosure

bc: E. S. Hunter ✓
J. H. Versteeg
J. B. Boyd
Alfred Shirley, w/encl.
D. E. Swan

9061.

1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January ~~27~~ 29, 1975

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Junction City-Enid Station Road
Pacific Highway West
Lane County

TO: J. X. Wilson
Region 3 Construction Engineer

Your proposed revisions to the Highway 36 intersection on the subject project have been reviewed and we offer these comments:

Raised islands in such an area are frowned upon. We prefer to paint them which still will make them available for signing on light breakable posts.

Policy does not normally permit the construction of an acceleration lane at an at-grade intersection. Traffic is not that heavy, however, we will add an extra waiting lane for right turning traffic on Highway 36.

We have no objections to the additional service station approach to Highway 36 but prefer that it be handled as an indenture by Maintenance rather than by contract.

The plans will reflect these comments.

1 Verstoeg
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 3 1 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Return To
Bring Up ___/___/___
Other

ROSEBURG REGION
RECEIVED
JAN 2 9 1975

RE	RVE	RCE	RTE	TE
PLNG	PE	TSR	FILE	
ENV	FAE	RBI		

DNS:we
cc: Bill Cole

1-29-75
cc: Adrian Olson ✓ - I would still promote use of mountable islands for visibility & delineation.
Doug Greene
Bill Anhorn

J.X.W.

9661

1 W
Versteeg

LOC 17
Case File

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 27, 1975

Mr. James H. Fleck
Director of Public Works
City of Springfield
City Hall
Springfield, OR 97477

Dear Mr. Fleck:

This will confirm our telephone conversation of a few days ago regarding the status of three projects in Lane County.

The Junction City-Airport Road project on the Pacific Highway West (OBE99) did show bond monies in the matching funds ($1.4 million), but our Salem office has indicated to me that this is incorrect and the match money will be out of State construction funds.

The two bond projects (Daisy Street and the South "A"-Main Street projects) have been forwarded to our Location Section in Salem (November 25, 1974) and as no requests have been received for additional field input, these projects must be nearly ready to proceed to the Design Section for contract preparation.

When a letting date is firmed up, this office will advise you further.

1 Versteeg
2 all
3 Tapio
Scott
Swanson
R. Olson
Trout

RECEIVED
JAN 28 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
Victor Wolfe
J. H. Versteeg

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

January 16, 1975

Mr. Hal Fleck
Director of Public Works
City Hall
Springfield, OR 97477

Dear Hal:

Regarding your proposed project trade of North "A" to Main Street for the Daisy Creek curves on 42nd Avenue I understand that this and other recent changes in priorities on the bond project have required a reexamination of funding possibilities. Glen Clark of our Region III office says he is getting close to getting the matter settled and will be contacting you soon.

Please let me know if you want me to pursue this any farther.

Sincerely,

WLC

William L. Cranford
Urban Studies Coordinator

bc: Glen Clark

9061

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 22, 1975
Roseburg, OR 97470

FILE: LOC 17
Case File

FROM: J. X. WILSON
Regional Construction Engineer

SUBJECT: Junction City-Enid Station Road
Pacific Highway West
Lane County

TO: A. D. Olson
Preliminary Design Engineer

Attached is a copy of the subject plan with proposed revisions and comments shown in red.

Also attached is a copy of a report from Frank North, District Right-of-Way Liaison Agent, concerning access in the northwest quadrant of the intersection.

JXW/KDO/dt
Attachments

cc: L. E. George

No accel.
" raised islands
Approach to X road O.K. by Maint-inductive
DAS

1 Verstaeg ✓
2 A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

RECEIVED
JAN 24 1975
ROAD DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

JRN 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Eugene, Oregon

January 10, 1975

FILE:

FROM: D.W. Greene
Resident Engineer
by Dave Jones, Asst. Res. Engr.

SUBJECT: Highway 36 Channelization
Junction City-Enid Station
Pacific Highway West
Lane County
Prefix: 20-1966

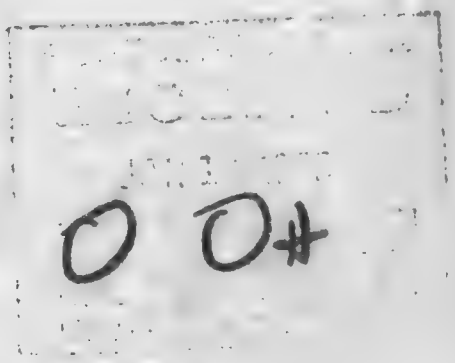
TO:
Alfred Shirley
Region Engineer
Roseburg, Oregon

Attention: J.X. Wilson
Region Construction Engineer

Returned herewith is print of the Highway 36 proposed channelization.

As requested, we have indicated the approaches required for the service station complex in the Northwest quadrant of the connection.

We secured the assistance of District Right of Way Liaison Agent, Frank North to make the actual contact with the property owner and a copy of his report is also enclosed.



OF PERSONAL INTERVI

☐ Non-White

☒ Legal Owner ☐ Contract Purchaser ☐ Other_____ File No._____

☒ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Brown

☐ Acquisition ☐ Relocation ☐ Other_____ Section Junction City-Enid Stat

Name Jerry Brown Address Hwy. ~~101~~ 99, Junction City, OR

Documents Delivered:

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Area of Taking_____ Amount Approved $_____

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
1-8-75	Mr. Jerry Brown Mr. Ronald Stewart F. M. North

Mr. Jerry Brown and Mr. Ronald Stewart were contacted at their place of business which is at the interesection of Mapleton-Junction City Highway and Pacific Highway west.

Mr. Brown owns and operates a large service station at thi site. Mr. Stewart leases a portion of the property for a tire sales business.

The proposed four lane plan and the resulting affect on th subject property was discussed. They were told that under the present, but not yet definitely approved plan no additional right of way would be required from their property and that existing road approaches would be reestablished with the exception of one access southeasterly across the interchange. Both men agreed that with a four lane highway, this interchange would be unsafe. An alternate approach to Mapleton-Junction City Highway west of the interchange was requested by the owner. In his opinio this would be a safer movement for car leaving in the Mapleton direction than returning to Pacific Highway and negotiating the interchange. He was told that this suggestion would be presented and that it appeared feasible.

Mr. Brown is friendly and appears reasonable. He should be willing to cooperate.

By F. M. North
Right of Way Agent

Use reverse side (tumblehead)

1-734-3708 7-19-71

← To Junction City

12 | 12 | 16' | 12 | 12

Pump Islands

Service Station

Pump Islands

All changed
New building
in this area

55' R.

12' 12' 12' 12' 12' 12'

Rev 6%

Taper 1' in 20'

20'

14' 14'

100' R

55

Existing R/W Line

Island

Service Station

Bldg.

How high raised island?
How much area for signing?

Approx property Line

55'R.

Rev 6

12' 12' 12' 12' 12' 12'

Taper 1' in 20'

20'

14' 14'

100'R

Existing R/W Line

Island

Service Station

Bldg

How much raised island? How much area for signing?

Approx property line

RW 95+44.00 P
M 87+27.30 P.O.T

℄ 95+42.48
M 87+68.37

55' R.

Taper 1' in 20'

12'
12'
12'
12'
12'

Rev. 6° C.

55' R.

Existing R/W Line

55' R

Taper 1' in 20'

12'
12'
12'
12'
12'

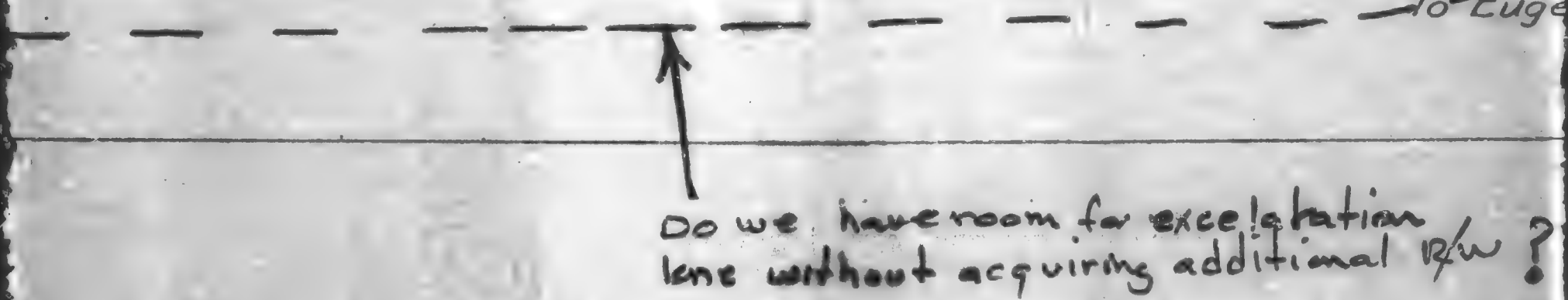
Rev. C°C.

14'

55' R

Existing R/W Line

32'



FOR STUDY ONLY

To Eug

Do we have room for excelaration lane without acquiring additional R/W ?

FOR STUDY ONLY
NOTED

DEPARTMENT	DATE	
TRAFFIC		
BRIDGE		
CONSTRUCTION		

OREGON STATE HIGH
RESIDENT CONSTRUC
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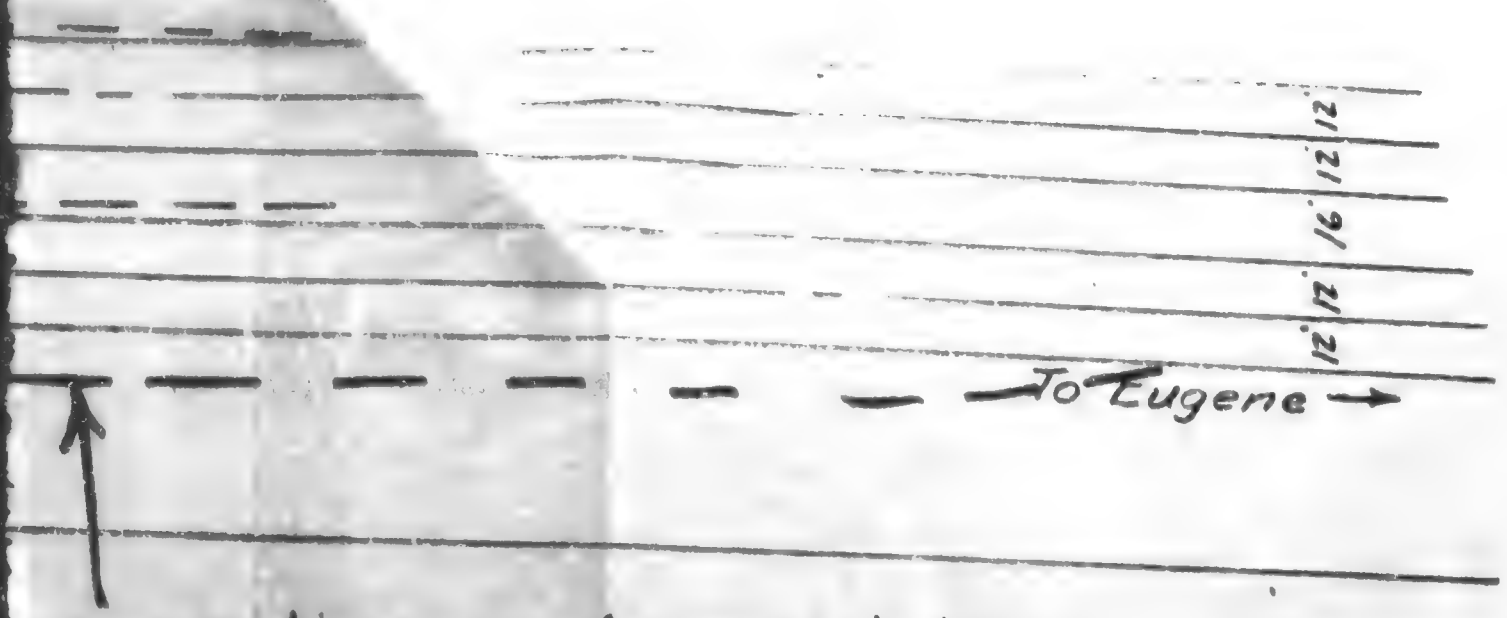

Do we have room for excelatation lane without acquiring additional R/W ?

ONLY

OREGON STATE HIGHWAY DIVISION
RESIDENT CONSTRUCTION ENGINEER
RECEIVED
JAN 2 1975
NOTED:

9061

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE January ~~14~~ 22, 1975

TO A. D. Olson
Preliminary Design Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Junction City-Enid Station Road Section
Pacific Highway West No. 1W
Linn County

We have reviewed the preliminary plans for the intersection of the Mapleton-Junction City Highway with Pacifi- Highway West.

If it can be done within the existing right-of-way, consideration should be given to providing a lane for the west-to-south right turn along the alignment of the existing connection. An acceleration lane would then be needed to allow traffic to merge into the through lane.

1-22-75
Discussed with traffic. They agree to no accel. but want extra lane for rt. turns at intersection. Sheet revised & approved by George
DAS.

TL:cr
cc: A. Shirley

½ Dkt

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JAN 22 1975
ROAD DESIGN SECTION

Do not File
Return To
Bring Up ___/___/___
Other

9061

IN

LOC 17

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Robert W. Straub
GOVERNOR

P. B. KLABOE
Administrator of Highways

Mr. Ralph Taylor, Manager
Junction City Water Control District
2895 Oak
Eugene, OR 97401

January 22, 1975

Dear Mr. Taylor:

SUBJECT: Widening of Highway 99, Junction City-Airport Road
Pacific Highway West, Lane County

Enclosed you will find a copy of our preliminary plan sheet in the vicinity of Awbrey and Bond Roads. Please note the proposed channel change from Station 316+00 to 321+00, which is now maintained by you.

Would you please advise me if there is a problem with this proposal, since we are scheduled to go to contract in February, 1975.

Very truly yours,

Gary Kennen

GARY G. KENNEN
Regional Utilities Engineer

REFERRED TO
Board — Reed
Cole — Semple
Eriksen — Watson
Hager — Wolfe
Return — Discuss — Do — File Copy — Due
BY FINAL DESIGN ENGINEER

GLK/dt
Enclosure

1 Versteeg
A. Olson
2 Terpin
Scott
3 Swenson
R. Olson
Trout

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Requires Approval ☐
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Return To
Bring Up
Other

MILLER, MOULTON & ANDREWS
ATTORNEYS AT LAW
222 FORUM BUILDING
777 HIGH STREET
EUGENE, OREGON 97401

RICHARD E. MILLER
ROBERT E. MOULTON
DAVID N. ANDREWS
WILSON C. MUHLHEIM

OWEN B. McCULLEN
JOYCE HOLMES BENJAMIN

TELEPHONE 342-5216
AREA CODE 503

MAILING ADDRESS:
POST OFFICE BOX 1475

January 29, 1975

IN REPLY REFER TO:

Mr. Gary G. Kennen
Regional Utilities Engineer
Oregon State Highway Division
Region 3
Post Office Box 1128
Roseburg, Oregon 97470

RE: Widening of Highway 99, Junction City-Airport Road
Pacific Highway West, Lane County

Dear Mr. Kennen:

This letter will confirm our telephone conversation of January 29, 1975, concerning the above project. We have reviewed your letter of January 22, 1975, to Mr. Ralph Taylor, Manager of the Junction City Water Control District, together with the enclosure of your preliminary plan sheet.

We have consulted with the personnel of the Soil Conservation Service, who have been giving us engineering advice on the Amazon-Flat Creek project. You proposed plans as indicated on the sheet are fine and we certainly have no objection to the work which the Highway Division plans to do in the area, as outlined on the preliminary plan.

Since we do have a maintenance responsibility for portions of the Amazon channel, we do wish to thank you for your consultation with us.

Sincerely yours,

ROBERT E. MOULTON

REM: dc

cc: Ray Hofer, President, JCWCD
cc: Ralph Taylor, Manager, JCWCD

9061

1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Eugene, Oregon

January 21, 1975

FROM: D. W. Greene
Resident Engineer
by Dave Jones
Asst. Res. Engr.

SUBJECT: Soil Conservation
Service Drain Ditches
Stations 26+50± & 83+
Junction City-Enid Station
Pacific Hwy. #1(2777)
Lane County

TO:
Hal Versteeg
Design Engineer
Salem, Oregon

Attn: Bill Cole

Per our discussion today, enclosed are the proposed Soil Conservation Service Typical Sections and grades; for the drainage ditches at Stations 26+50± and 83+ on the subject project.

In discussion with the Soil Conservation Service, they said that we could widen the ditch bottom to 10 feet and use 2:1 slopes if we elected to do so.

If you need further information on the Soil Conservation Service plans for this purpose, a copy of their study was submitted to Steve McNab of the Hydraulics Section.

REFERRED TO

Board ____ Reed ____
Cole ____ Semple ____
Bibbee ____ Watson ____
Kruger ____ Wolfe ____
Route Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
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Swenson ____
R. Olson ____
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JAN 23 1975
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plans retained in Design Room
W. E. G
1/24/75

DLJ/gjb
file

9061

1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

January 16, 1975

FILE: LOC 17

FROM: GARY KENNEN
Regional Utility Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Junction City-Airport Rd.
Pacific Highway West
Lane County

Recently I was requested to investigate the status of a drainage channel located at Station 321+00 of the above project. This channel will be in conflict with the proposed widening of Highway 99.

Junction City Water Control District was issued Permit No. 13099 on May 20, 1969 to deepen and enlarge the subject ditch. Since this was a standard permit, the question arose as to reimbursement for future relocations.

The Soil Conservation Service and Junction City Water Control District claim the purpose of the permit was to allow them access to our right of way in order that they could improve existing drainage. The 1935 OSHD right of way map indicates that a natural channel existed prior to highway construction which further supports the Water District's claim.

It would appear, therefore, that the Highway Division has the responsibility of right of way and relocation of this facility. I am hereby requesting a design which can be submitted to S.C.S. and J.C.W.C.D. for their approval.

GK/cw

cc Virgil Wilson
Jack Sollis
Phil Preston
D. W. Greene

REFERRED TO
Board — Road
Bell — Semple
Brisson — Watson
Unger — Wolfe
Discuss — Do — File Copy — Due
BY FINAL DESIGN ENGINEER
1-17-75
Whitby doing this now.
T

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9061 1W

Salem, Oregon
January 10, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
Building

48459 - O.E.R.R. (Burlington Northern)
Junction City - Airport Rd. Section
Pacific Highway West
Lane County

Attached is a 2 parcel description and an authorization covering easements to be acquired from the O.E.R.R. (Burlington Northern) for the subject project.

✓ Versteeg ✓	RECEIVED	Requires Reply ☐
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Terpin	JAN 10 1975	Receiver Keep ☐
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Swenson	ROAD DESIGN SECTION	Return To
R. Olson		Bring Up ___/___/___
Trout		Other

BY:
Floyd Q. Scott
Right of Way Description Engineer

FQS:mi

Attach.

9061

IW

Salem, Oregon
December 17, 1974

J. H. Verstaeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48413 - Jennings
Junction City - Airport Rd. Section
Pacific Highway West
Lane County

Attached is a description, an authorization and Right of Way prints for the subject project, which is scheduled for February 27, 1975.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:cs

Attach.

Verstaeg
A. Olson
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R. Olson
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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

December 11, 1974

Salem, OR 97310

REFERRED TO

Beard — Reed
Cole — Semple
Eriksen — Watson
Hagar — Wolfe
Returns Discuss Do File Copy Bus.

TO: FILE BY FINAL DESIGN ENGINEER

SUBJECT: Junction City-Enid Station Rd.
Highway 99W
Linn County

Junction City-Enid Station Road Section is a widening project for Highway 99W. Information for this study was obtained from studies by the Soil Conservation Service U.S. Army Corps of Engineers, and through interviews with the following public employees.

1. Cliff Dornhecker, Former Section Foreman, OSHD
2. Vern Schultz, Asst. Section Foreman, OSHD
3. Svend Toftemark, Engineer, Lane County
4. Thayer Dickey, Superintendent of Public Works, Junction City

HYDROLOGY AND FLOOD HISTORY

Highway 99W crosses two drainage basins in the study area. Flat Creek near the northerly end of the project and Amazon Creek near the southerly end. Following is a table of basin areas by highway stations.

Station 20+30	-----
Station 26+10	0.9 sq. mi.
Station 83+20	5.5 sq. mi.
Station 145+30	1.2 sq. mi.
Station 321+50	5.3 sq. mi.

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When Highway 99W was constructed in 1937, flooding adjacent to the road was frequent and severe because of overflow from the Willamette River. "The largest flood known on Willamette River occurred in December 1861, before there were stream gaging stations to record flood heights. Based on meager high-water marks, it is estimated that the Willamette River at Harrisburg crested at approximately elevation 311 feet, mean sea level, causing widespread distress to early settlers. Many large floods have occurred since. The most recent large flood occurred in December 1964. Without regulation, that flood would have crested nearly as high as the 1861 flood. Fortunately, the five previously constructed upstream flood control projects reduced the flood peak at Harrisburg by approximately 3.2 feet."[1]

It is estimated that the 1964 flood had an unregulated discharge at Harrisburg of 280,000 cfs and a regulated discharge of 125,000 cfs for a reduction in peak flow of 155,000 cfs. This flood had a return frequency

1. Flood Plain Information, Willamette River, Harrisburg, Oregon; U.S. Army Corps of Engineers, Portland District; December 1972, P. 13.

slightly greater than 100-years. Other major floods occurred in 1890, and 1945. During the 20-year period from 1945 to 1965, eight floods exceeded the stage of the 1964 flood because of the low level of flood control provided during those years. Listed below are the flood control dams upstream from Harrisburg and the Date of their completion.

Dam	In-Service Date	Flood Control Storage, acre-ft.
Cottage Grove	October 1942	30,100
Dorena	October 1949	70,500
Lookout Point	November 1953	337,000
Hills Creek	October 1961	200,000
Cougar	November 1963	155,000
Fall Creek	October 1965	115,000
Blue River	October 1968	85,000

The flood control reservoirs listed above have resulted in about a 3.3 foot stage reduction at Harrisburg for a 100-year flood event.

MAJOR FLOODS AT HARRISBURG

Flood Event	Flood Elevation at Harrisburg
December 3, 1861	310.9
December 29, 1945	310.1
December 23, 1964	307.6
Intermmediate Regional Flood (100-year)	307.0
Standard Project Flood	311.0

SCS RECLAMATION PROJECT

The Soil Conservation Service has recommended a drainage system for the Amazon and Flat Creek Basin aimed at reducing the flood risk in Junction City and providing better drainage of agricultural lands. Three sets of criteria are used for their project:

(1) In urban areas the system is designed to contain a 50-year peak flow.

(2) In agricultural areas adjacent to urban areas the system is designed to contain a 10-year peak flow.

(3) In agricultural areas the system is designed to handle a 10-year frequency flood such that the land will not be inundated for a period longer than 3-days during such an event.

None of their system has been designed to handle additional water from the Willamette River.

DESIGN FLOOD CONSIDERATIONS

Of primary concern in selecting design flood peaks for this area is the amount of overflow from the Willamette River that must be considered. Information from local officials indicates that even during the 1964 flood, which has a return frequency of 100 years+, river overflow did not enter all the drainages crossing Highway 99W in the project area. The Southern Pacific Railroad south of Junction City acts as a dike which prevents significant amounts of river water from entering those areas to the west of the railroad. Drainages east of the railroad are subject to some overflow water. In those drainages where overflow is not a consideration, design flows were based on only surface runoff. In those drainages where overflow is a consideration, the design flows were based on surface runoff but the size channel opening recommended also reflects required channel capacity based on statements by local government officials who observed the 1964 flood.

A recurrance frequency of 50-year was selected for this project. Peak discharges were determined from formulae used by the Soil Conservation Service - for Flat Creek, $Q50 = 234A^{0.85}$ and for Amazon Creek, $Q50 = 250A^{0.85}$.

RECOMMENDATIONS

		OSHD DESIGN		SCS DESIGN	
Station	50-year Peak Flow	Bottom Width	Side Slopes	Bottom Width	Side Slopes
20+30	ELIMINATE STRUCTURE AT THIS CROSSING				
26+10 (F-1-b)	220 CFS*	30	2:1	6	2:1
83+20 (F)	950 CFS*	32	2:1	6	2:1
145+30 (F-2-a)	270 CFS	Use Double 8'-7"x5'-11" Structural Plate Pipe Arch			
321+50 (A-1)	1250 CFS	30	2:1	30	2:1

* River overflow not included in flow estimate but considered in size of channel opening.

STATION 20+30 (F-1-b channel)

It is recommended that this structure be eliminated since the channel conveys very little water during major floods. Flow velocities are extremely low and water observed in the channel is primarily backwater. The large outlet ditch was the result of borrow excavation for the Chevrolet garage adjacent to the stream.

It is suggested that a 48-inch culvert be installed at this crossing.

STATION 26+10 (F-1-b channel)

This channel subject to river overflow water and does operate full during major highwater. A reduction in channel area is not recommended.

The flowline for the SCS channel project should be obtained from the SCS office in Albany. This information is not available at the present time but it should be available by early 1975.

STATION 83+20 (F channel)

Flat Creek is subject to some overflow from the river. Very little data is available on the crossing but it appears that the amount of overflow seen at this point is not as great as that seen at Station 26+10. It is assumed that the channel provided for the 50-year design flood would also have sufficient capacity to carry any river flow.

STATION 145+30 (F-2-a channel)

The SCS project for this channel will end at the downstream end of an old barrow pit located directly below our structures. It is not anticipated that there will be any conflicts with the SCS project at this crossing.

STATION 321+50 (A-1 channel)

This channel has been reconstructed by the SCS. An as constructed channel section is shown on the Vicinity Map.

R. L. Lenz
Hydraulics Engineer

by Stephen H. Macnab
Stephen H. Macnab
Asst. Hydraulics Engineer

SHM:jrk

cc: Victor D. Wolfe
Walt Hart
J. H. Versteeg ✓
Gary Potter
Alfred Shirley, Jr.

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge – c.f.s.	305 cfs *	NA	NA
Frequency - yrs.	50 yrs	100	100 yr
H.W. Elevation Natural Channel	328 ②	NA	NA
H.W. Elevation Channel Change	326 ③		
Ave. Velocity - f.p.s.			

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

JUNCTION CITY-ENID STATION ROAD SECTION

STATION 26 + 30

COMPILED BY	DATE
MACNAB	December 1974

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge – c.f.s.	950 cfs	NA	NA
Frequency - yrs.	50 yr	100	100
H.W. Elevation Natural Channel	335±	NA	NA
H.W. Elevation Channel Change	335-±		
Ave. Velocity - f.p.s.			

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

JUNCTION CITY - ENID STATION ROAD

STATION 83 + 20

COMPILED BY	DATE

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge – c.f.s.	1250 cfs	NA	NA
Frequency – yrs.	50 yr	100	100
H.W. Elevation Natural Channel	358.5 ft	NA	NA
H.W. Elevation Channel Change			
Ave. Velocity – f.p.s.			

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

JUNCTION CITY - ENID STATION ROAD SECTION

STATION 321 +50

COMPILED BY	DATE
MACANB	December 1974

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WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

September 20, 1974

cc's sent 9-23-74

E.S. Hunter
L.W. Rulien
W.J. Hart
C.G. Swenson
F.E. Terpin (3)
C.O. Fredrickson (2)
Carl Williams (2)
Alfred Shirley, Jr (2)

Mr. Victor D. Wolfe, Location Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Wolfe:

The Wildlife Commission staff has reviewed prospectuses for the below mentioned projects and would welcome the opportunity to work with your staff in developing these projects.

Cannon Beach Junction Intersection Section
Oregon Coast and Sunset Highways
Clatsop County

Mitchell-Keyes Creek Section
Ochoco Highway
Wheeler County

NOTED
E. S. HUNTER

Junction City-Enid Station Section
Pacific Highway West
Lane County

If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

cc Fish Commission of Oregon
NW, SW, NE Regions
JEL:lo

RECEIVED
SEP 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 23 1974
LOCATION
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PREFIX NO. 20-1966

LOCATION PROSPECTUS
JUNCTION CITY-ENID STATION SECTION
PACIFIC HIGHWAY WEST
LANE COUNTY

NOTED
A. E. JOHNSON

HIGHWAY: Pacific West. State Primary No. 1-W; Federal-aid Primary No. 3.

TERMINI: The northerly terminus is at 3rd Street (MP 109.65) in the city of Junction City. The southerly terminus is at MP 116.5 which point is near Enid Station.

LENGTH: 6.85 miles.

NARRATIVE: This will be a location survey for the purpose of preparing plans, specifications and cost estimates for reconstruction of the present 2-lane facility to a 4-lane facility. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time. Bicycle paths will be considered.

CHARACTERISTICS: Present ADT is 7,200; projected ADT is 12,900.

STANDARDS: Class "A-70". Deviations from State or AASHTO standards are not anticipated.

TYPICAL SECTION: Four 12-foot travel lanes, 16-foot median and 10-foot paved shoulders.

ACCESS: Limited to location.

STRUCTURES: There are five structures which will require widening or replacement. They are located at MP 109.86, MP 109.97, MP 111.04, MP 112.22 and MP 115.86.

MATERIAL: Suitable material will be located during the survey and referenced to the project.

BASE: To be determined by Soils Unit during the survey.

UTILITIES: Routine utility adjustments will probably be required.

AGREEMENTS: Agreements with Lane County and the city of Junction City will be required. An opportunity for a public hearing will be offered.

ADD'L FACILITIES: There are no airports or major streams affected and no railroad crossings on this project.

PARKS: The Eugene Blue Star Safety Rest Area will be affected by this project.

August 9, 1974
Attachment
cc's - see attached list

Location Prospectus - 2
Junction City-Enid Station Section

Oregon State Game Commission
Fish Commissionof Oregon
Federal Highway Administration (3)
Alfred Shirley, Jr. (3)
A.E. Johnson
E.S. Hunter
R.L. Schroeder
J.B. Boyd (3)
L.E. George
W.J. Hart (3)
C.T. Keasey
D.H. Moehring
L.W. Rulien
J.H. Versteeg
V.D. Wolfe
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
W.L. Gifford
A.D. Olson
R.E. Olson
R.P. Wellbrock
J.A. Rowland
R.E. Royer
C.G. Swenson
F.E. Terpin
F.W. Yarbrough (2)

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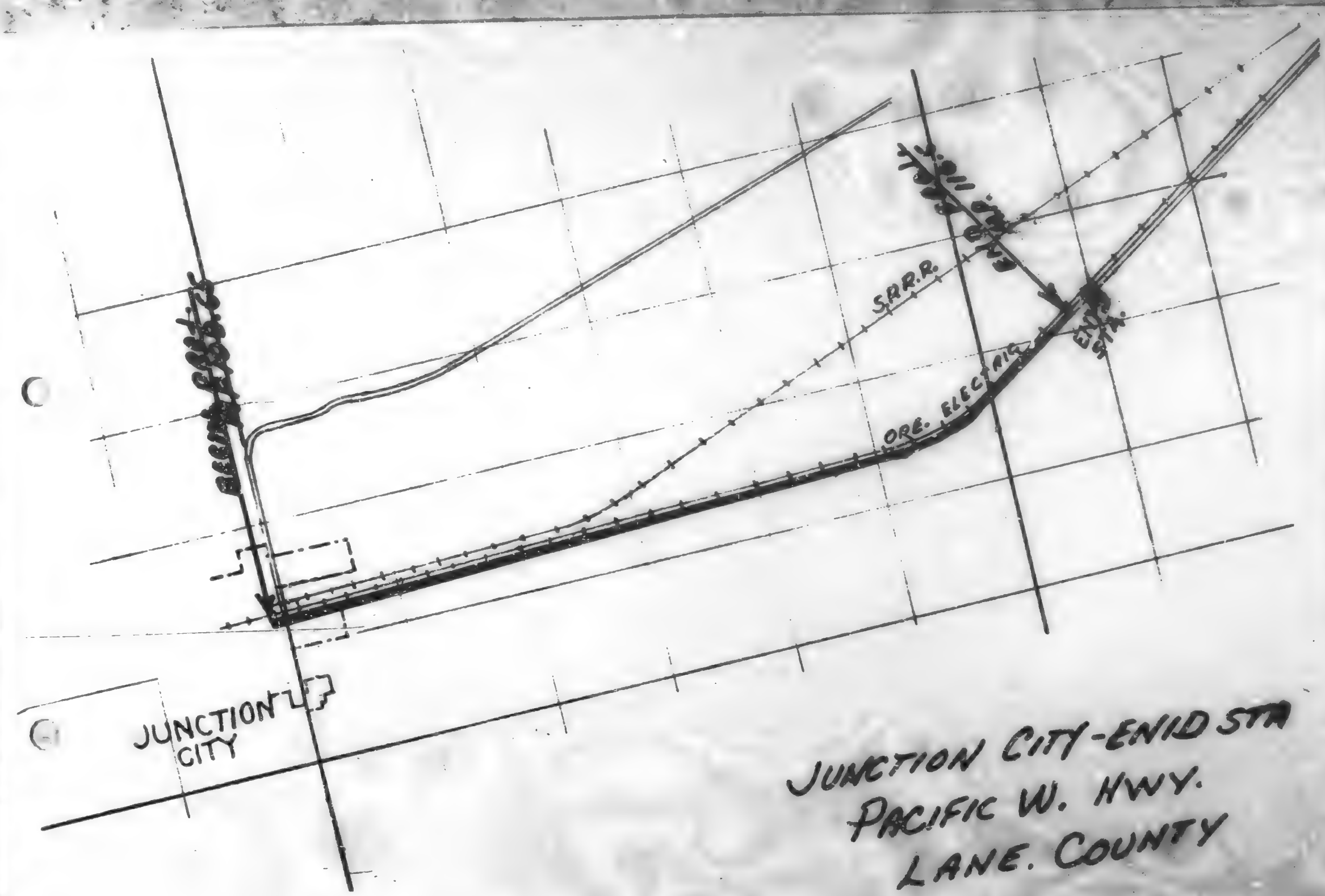

JUNCTION CITY-ENID STA
PACIFIC W. HWY.
LANE. COUNTY

TRANSACTION NUMBER 7-34

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-22-74

BY (Signature): L. W. KULIEN'S JULY 12, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 22 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
22	RF-262(11)	6.9	68,000	53,100

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
JUNCTION CITY-ENID STATION ROAD SECTION, LANE COUNTY STATE OF OREGON.	PRELIMINARY ENGINEERING

RECEIVED
STATE HWY ENGR
JUL 24 74
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Hunt
FOR
Laws | Surv. | Util | D/R | Sign | Act. | File

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		7-22-74	for G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FR-42
(Rev. 6-71)

July 12, 1974

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Program Data Submission
Project No. NF-262(11)

We are submitting program data for one preliminary engineering project, Item No. 22, Project No. NF-262(11), which we desire to have included in the Federal-aid Rural Primary Highway Program.

We further request, concurrent with your approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain location/design approval. We will request further authorization to proceed with the P.S. and E. preparation phase of preliminary engineering as soon as location/design approval is granted.

Enclosed is a copy of State Clearinghouse letter of approval dated June 19, 1974. The Notice of Intent was submitted to District 5 Clearinghouse on May 16, 1974 and since the Notice of Intent has been lain before the District Clearinghouse more than 30 days without further action it is assumed that no adverse review or comments will be received. Environmental requirements of PPM 90-1 are being handled as a separate action.

Enc.
CL:bs

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO F. O.

FORM PR-1 (REV. 4-61)

July 12, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): SR 99W. 3rd Ave. (Junction City) S. 6.9 mi.	ADT	PRESENT: 7,800	FUTURE: 16,300	YEAR: 94	REGION: 10	STATE NAME: Oregon		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Preliminary Engineering	NATL. FOREST	PH ROUTE NO.	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): RF-	NUMBER: 262			
CARD	CLASS OF FEDERAL FUNDS: Rural Primary	COUNTY NAME: Lane	CO: 03							
	NAME OF URBAN AREA	ROUTE NO. P	FEDERAL-AID: 3	STATE: 1W	U.S.					

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	59 (64)	(97) (76)		
5					PE		SR 99W 3rd Ave. (Junction City) S. 6.9 miles	6.9	68,000	53,100	14,900	
5					ROW		(Junction City-Enid Station Road Section)					
5					CONST (CODE)							
							PROJECT TOTALS	6.9	68,000	53,100	14,900	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(18) (22) (24) (92) REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

July 12, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
99W. 3rd Ave. (Junction City) S. 6.9 mi.	ADT	7,800	16,300	94	10	Oregon	41	073	22

WORK (35 typewriter spaces)	NATL. FOREST	FN ROUTE NO.				EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
gineering								RF--	262	(11)		

	COUNTY NAME	CODE	PROGRAM STAGE
ral Primary	Lane	039	1 OR XX 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	3	1W	

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		SR 99W 3rd Ave. (Junction City) S. 6.9 miles	6.9	68,000	53,100	14,900		P.E. all phases, including PS and E preparation and P.E. by utility forces.
W		(Junction City-Enid Station Road Section)						(Future 4-12' lanes H.T. pave, 16' median 10' shoulders and 5 bridges.)
NST (DE)								ROW-150' min. Access control - Partial Parking restrictions-none.
		PROJECT TOTALS	6.9	68,000	53,100	14,900		

OVAL DATES

REMARKS

(-OVER-)

USCOMM-DUSC-DMA-DC 48908-P61

JUNCTION CITY-ENID STATION ROAD SECTION

PROJECT NO. RF-262(11)

Existing Facility:

Roadway: Variable 22'-24' PCC pavement with 7' shoulders

Structures:	Bridge No. 2229B	190'	Pile Trestle HC 26' H-15
	Bridge No. 2229C	95'	Pile Trestle HC 26' H-15
	Bridge No. 2229D	76'	Pile Trestle HC 26' H-15
	Bridge No. 2399	114'	Pile Trestle HC 26' H-15
	Bridge No. 2408	105'	Pile Trestle HC 26' H-15

Adjacent Sections:

N. End: 47' curbed roadway section
S. End: 48' A.C. Pavement 16' median and 10' shoulders

Project Data: The work consists of all phases of preliminary engineering including field surveys, preliminary plans and estimates, environmental impact statement, location/design study report, hearings, P.S. and E. preparation, and preliminary engineering by utility forces as required for the proposed future construction, on existing alignment, to provide a four lane facility with 16-foot median and 10' shoulders.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Mahlon Sweet Municipal Airport is 3/4 mile west of the project.

Public Hearings: Opportunity for a location/design public hearing will be offered.

A-95 Review: St
Notice of Intent
1974 and since t
house more than
adverse review

PPM 90-1: Envir

Data for PR-37:

Note: This proj

s
H-15
H-15
H-15
H-15
H-15

A-95 Review: State Clearinghouse letter of approval dated June 19, 1974, Notice of Intent, was submitted to District 5 Clearinghouse on May 16, 1974 and since the Notice of Intent has lain before the District Clearinghouse more than 30 days without further action, it is assumed that no adverse review or comments will be received.

PPM 90-1: Environmental Statement will be submitted under separate action.

Data for PR-37: Preliminary Engineering;

Field Work	$44,500
P.S. & E. Preparation	23,500
Total	$68,000

Note: This project is in Congressional District No. 4.

engineering
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S. and E.
s required
to provide

Recreational

f the project.

earing will

1061

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Bill Kramer, Supervisor Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Highway Division

PROJECT TITLE: Junction City-Enid Station Road

DATE: June 19, 1974

The state has reviewed your project and reached the following conclusions:

6-21-74

cc: G. L. Green
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
R. H. Chase
W. D. Albright
W. J. Hart
William Anhorn
Alfred Shirley

[XX] No significant conflict with the plans, policies or programs of state government have been identified. ~~and your proposal is endorsed as presented~~.

[XX] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7405 2 590

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
R. L. SCHROEDER

RECEIVED
JUN 21 1974
Office of Assistant State Highway Engineer

A copy of this notification and attachments, if any, must accompany your application to the Federal Agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

9061

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

GOVERNMENT RELATIONS DIVISION STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Sally Reagan, Coordinator Ph: 378-3732

RECEIVED
MAY 23 1974
STATE SOIL AND WATER CONSERVATION COMMISSION

PNRS STATE REVIEW

Project #: 7405 2 590 Return Date: JUN 6 1974

Junction City Land Section Lead

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(✓) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement.

- - - - - - - - -

REMARKS

1. Drainage program through the Highway should be investigated and all drainage considerations carefully weighed.

2. Contact with the local Soil and Water Conservation District office should be made before the plans are prepared.

OREGON STATE HIGHWAY DIVISION

Agency Soil & Water By Burt F. Hadley

9061

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 16, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Executive Department
Federal Aid Coordination Unit

Lane Council of Governments
135 - 6th Ave. East
Eugene, OR 97401

FROM L. W. Rulien
Project Management Engineer

SUBJECT Notice of Intent for FAP Funds
State Admin. Dist. No. 5
Junction City-Enid Station Road Sec.
Pacific Highway West
Lane County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be June 28, 1974.

Attachment

BLG:pr

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Don Byard
H. S. Cox
B. L. Gifford
R. N. Chase
W. D. Albright
W. J. Hart
William Anhorn
Alfred Shirley, Jr.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	1-8] PNRS #	9] CARD TYPE	Page One

02	12] APPLICANT: Oregon State Highway Division	[45	46] DIVISION: Department of Transportation				[79
03	12] APPLICANT ADDRESS STREET: State Highway Building	[45	46] CITY: Salem	[60	76] ZIP: 97310		[80
04	12] CONTACT PERSON: L. W. Rulien	[45	46] AREA CODE [48: 503	49] PHONE [55: 378	56] EXTENSION: 6563		[59
01	12] PROJECT TITLE: Junction City-Enid Station Road		District 5				[71
11	12] PROJECT LOCATION CITY: Pacific Highway West	[45	46] PROJECT LOCATION		COUNTY: Lane		[79
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): This project involves preliminary engineering, acquisition of right-of-way,						[71
06	12] grading, paving, structures and those incidental items required to reconstruct						[71
07	13] the existing two-lane facility to a four-lane divided highway with 16-foot						[71
08	12] median. The proposed roadway will have two 24-foot travel ways with 10-foot						[71
09	12] shoulders. The overall length is 6.9 miles.						[71
10	12]						

12	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	5,275,000	--	1,475,000	--	--	6,750,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B)	[45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12D)	[79
				[71
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways			
15	12] FEDERAL AGENCY NAME: Department of Transportation	[45	46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration	[79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes	STATE No	REGIONAL Yes	REGIONAL No	LOCAL Yes	LOCAL No
[X] 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95 Yes	(D) REVIEW REQUIRED by A-95 No	(E) ENVIRONMENTAL IMPACT Yes	(E) ENVIRONMENTAL IMPACT No	(F) HOUSING RELOCATION REQUIRED Yes	(F) HOUSING RELOCATION REQUIRED No
[X] 35	☐ 36	☐ 37	[X] 38	☐ 39	[X] 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: June | 43] DAY [44: 28 | 45] YEAR [46: 1974

ADDITIONAL INFORMATION – ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning and Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: May 16, 1974

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: May 16, 1974

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Primary Rural Program

V. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 4
(b) State Representative District(s) Number(s) 39-42
(c) State Senatorial District(s) Number(s) 20

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $_____ OTHER FUND CASH $_____ IN KIND $_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%___ $_____	%___ $_____	%___ $_____
Second Year	%___ $_____	%___ $_____	%___ $_____
Third Year	%___ $_____	%___ $_____	%___ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

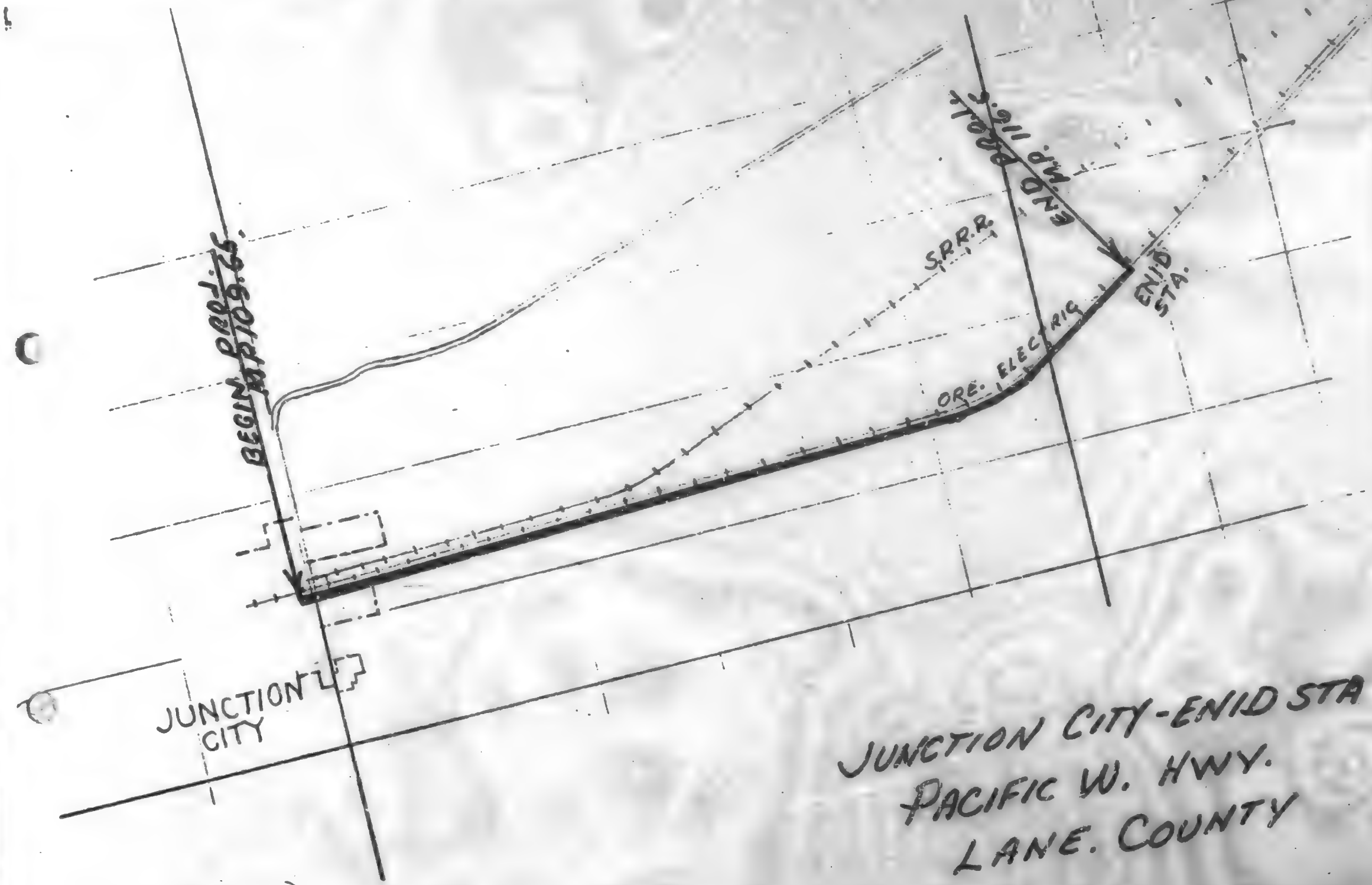
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

17(E) Appropriate environmental impact statements will be prepared and comments sought.

17(F) Housing relocation regulations will be followed as required by the Federal Relocation Act of 1970.

1. This project is proposed by the State Highway Division.
2. Rights-of-way will be required.
3. Hearings will be offered.



JUNCTION CITY-ENID STA
PACIFIC W. HWY.
LANE. COUNTY

1061

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Junction City-Enid Station Drive
Highway: Pacific West (FAR 3)
County: Lane
Prefix: 20-1458

Res. Engr.
Approx. Length 6.85± miles
~~XX~~ M.P. 109.65± to ~~XX~~ M.P. 116.5±
Date May 10, 1974

Mean Truck A.D.T. 1155
Traffic Coefficient 10.3
18 kip s. a. per day 415.2

Annual Precipitation 42"± (Eugene)
Frost Penetration - - - - -
CBE Total Requirement 35.5"

(1)

Typical Soil

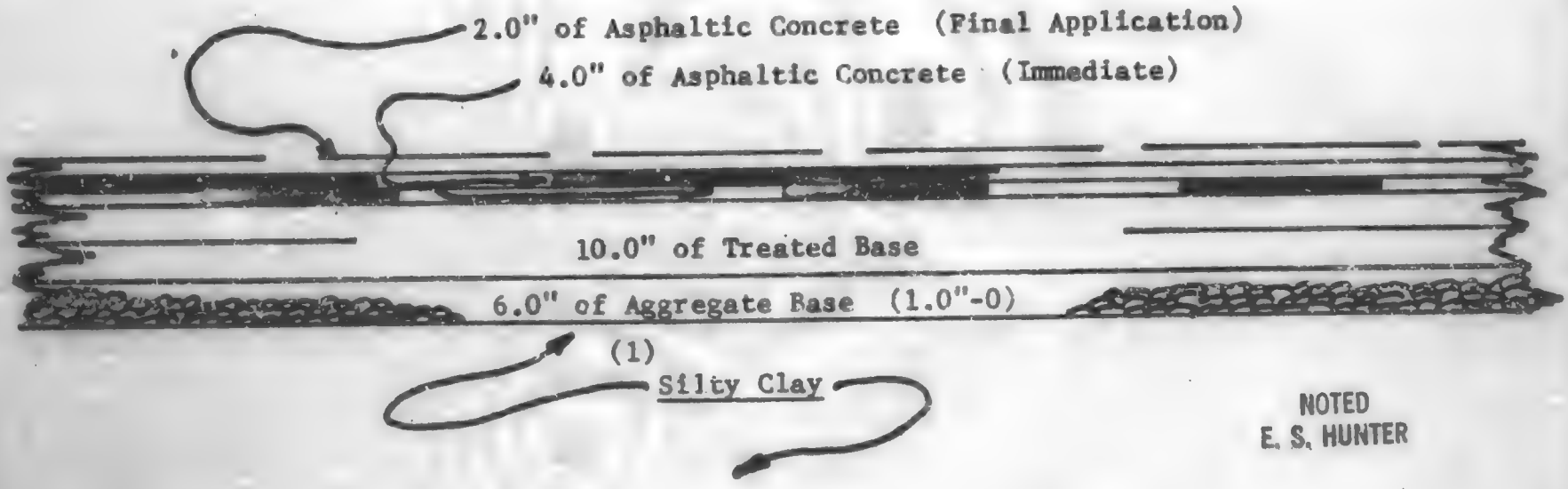
29 LL
21 PI
99 %P 10
83 %P 200
1 % Gravel
4 % C Sand
12 % F Sand
42 % Silt
41 % Clay
3 R Value
A-7-6 AASHO Classif.

Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
18.0	10.0	T.B.
6.0	6.0	A.B.
36.0	22.0	

STRUCTURAL SECTION
NEW WORK



NOTED
E. S. HUNTER

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Junction City-Enid Station Drive
Highway: Pacific West (FAR 3)
County: Lane
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Mean Truck A.D.T. 1155
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Approx. Length 6.85± miles
~~MP~~ M.P. 109.65± to ~~MP~~ M.P. 116.5±
Date May 10, 1974

Annual Precipitation 42"± (Eugene)
Frost Penetration - - - -
CBE Total Requirement 35.5"

(1)

Typical Soil

SEE PAGE 1

LL
PI
%P 10
%P 200
% Gravel
% C Sand
% F Sand
% Silt
% Clay
R Value
AASHO Classif.

Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
OVER	EXISTING ROADWAY	

STRUCTURAL SECTION
EXISTING ROADWAY (Where Utilized)

2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)

IN PLACE - M.P. 109.65± - M.P. 111.27± (22' Width)
M.P. 111.27± - M.P. 116.5± (24' Width)

8.0" P.C.C.
4.0" Base

(1)
Silty Clay

See Remarks on Page 3.

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: Junction City-Enid Station Drive

HIGHWAY: Pacific West (FAR 3)

COUNTY: Lane

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	Treated Base	*Aggregate Base*	*1.0"-0 Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
9.0 - 10.0	4.0"	5.0"	---	15.5"	32.5"	24.5"
8.0 - 9.0	3.5"	4.0"	---	15.0"	29.0"	22.5"
7.0 - 8.0	3.5"	4.0"	---	12.0"	26.0"	19.5"
6.0 - 7.0	3.0"	---	---	16.5"	22.5"	19.5"
4.8 - 6.0	2.0"	---	---	15.0"	19.0"	17.0"
Cars Only	2.0"	---	---	10.0"	14.0"	12.0"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 9.0 and a C.B.E. Requirement of 31.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Junction City-Enid Station Drive

HIGHWAY: Pacific West (FAR 3)

COUNTY: Lane

7200 Present ADT (19 74)

11.5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	370	1.8	666	518	450	233,100
3	120	1.8	216	168	1000	168,000
4	13	1.8	23	18	1250	22,500
5	320	1.8	576	448	3180	1,424,640
6	2	1.8	4	3	2570	7,710
				1155 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 1,855,950

TWENTY YEAR EWL 37,119,000

TRAFFIC COEFFICIENT 10.3

SECTION: Junction City-Enid Station Drive

HIGHWAY: Pacific West (FAR 3)

COUNTY: Lane

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made. See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., P.C.C., or Oil.
7. Stage Construction: Part of Design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: See Remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: See Remarks.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

The proposed project is to widen an existing facility. A 22- to 24- foot width of P.C.C. will be incorporated into the new work with the addition of an overlay. Asphaltic Concrete is more desirable for this type of construction.

1979 NE Columbia Blvd.-NE 9062
Weidler St. (Unit 1) Sec. Pac.
Hwy. E. (gr, pav, sign, ill & sig)

C of A 6286 — 7-30-79, 12-14-77

C of A 7157 8-9-79

C of A 7311 4-22-80

9062

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

AGENCY	CURRENT DOCUMENT NUMBER
02	146850

YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE	VENDOR NUMBER
		3-16-88	0001002362-00

City of Portland
621 SW Alder
Portland, OR 97205

Attn: Dave Hill

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C0262560-011	L02	7730			844010	02	16,731.57

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

1 FOLD 1 FOLD

DESCRIPTION:

Final Settlement 1X9809 (1)(4)(5)(6)(7)

Columbia Blvd. - Weidler St., Union Ave.

See attached itemized statement.

TOTAL PRICE

Amount Due: 16,731.57

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $16,731.57

734-1180 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Gary Zehner PH. 378-6011

7062

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: February 25, 1988

CITY: Portland — AGREEMENT NO: 6286 — PROJECT NO: IX-9809(1) (4)(5)(6)(7)

CONTRACT NO: 9062, 9167 and 9203 — SECTION: Columbia Blvd.-Weidler St., Union Ave.

PRELIMINARY ENGINEERING (IX-9809(1) PREFIX NO. 26-1905):

Project Manager ($822.65 Non-Partic.)	$	71,237.71
Citizen's Involvement		226.46
Work by City		91,854.90
Final Design		60,017.73
Bridge Design		15,339.40
Preliminary Design		1,632.77
R/W Descriptions		997.91
Region Geology ($445.48 Non-Partic.)		15,524.51
Traffic Section		11,595.62
Landscape Section		7,741.43
R/W Liaison ($18.51 Non-Partic.)		1,193.79
Region Utility Liaison		2,612.03
Audit		271.53
Photogrammetry		12,732.11
Program Section		768.53
Specifications		10,928.78
Administrative Services		233.87
Environmental Section		1,788.10
Training		2,514.56
Public Hearing		4,363.60
TOTAL P.E. COST	$	313,575.34

RIGHT-OF-WAY (IX-9809(4) PREFIX NO. 26-2560):

Net Cost of Land Purchased ($26,750 Non-Partic.)	$	163,925.00
Value of Buildings & Equipment		54,844.00
Severance & Consequential Damages		10,800.00
Appraisals, Witness Fees, Etc.		12,196.36
Miscellaneous Costs		486.97
Maintenance & Repairs		1,552.01
Title Costs & Recording Fees ($131.50 Non-Partic.)		1,150.32
Taxes		2,135.10
Negotiation Expense		3,087.68
Relocation Computation		106.75
Sale of Land & Timber		40.02
Sale of Buildings		57.93
Legal Expense ($97.84 Non-Partic.)		6,222.50
General Property Management		562.03
Relocation Moving Expense		10,021.38
Audit Services		356.17
Program Section		45.25
R/W Descriptions		90.63
R/W Office Expense		1,787.12
Training (Non-Partic.)		71.93
TOTAL R/W COST	$	269,539.15

CONSTRUCTION-UNIT 1 (IX-9809(5) PREFIX NO. 26-1008 & C09062):

Payment to Contractor ($2,316.91 Non-Partic.)	$ 3,731,871.14
SFO #1 Adjust Water Facilities	21,892.41
SFO #2 Install Drinking Fountains	9,078.76
SFO #3 Furnish & Plant Oak Trees	25,624.05
SFO #4 Permanent Striping	5,395.39
SFO #5 Repair 8" Water Main (Non-Partic.)	560.08
SFO #6 Furnish Water for Plants	298.60
SFO #7 Furnish & Place Trash Receptacles	3,251.19
SFO #8 Install Survey Monument Boxes	345.00
SFO #9 Install Thermoplastic Crosswalks	4,838.50
SFO #10 Install Signs	373.44
Construction Engineering	325,892.52
Work by City	18,071.66
Audit Expense	1,272.41
Program Section	256.42
Salem Lab	1,827.14
Portland Lab	200.76
Technical Services	2,296.35
Construction Section	1,999.30
Region Office Expense	168.99
EEO Monitoring	3,360.69
TOTAL CONST. COST-UNIT 1	$ 4,158,874.80

CONSTRUCTION-UNIT 2 (IX-9809(7) PREFIX NO. 26-1014):

Payment to Contractor	$ 365,064.06
Interest on Final Payment	206.67
SFO #1 Relocate Valves, Services, and Boxes	2,608.39
SFO #2 Permanent Striping	1,096.82
SFO #3 Water During Plant Establishment	34.61
SFO #4 Install 1 1/2" Water Service for Irrigation	1,076.35
SFO #5 Remove 5 Mercury Vapor Street Lights	456.44
SFO #6 Furnish & Place Trash Receptacles	713.85
SFO #7 Install Signs & Riders	730.33
Construction Engineering ($802.16 Non-Partic.)	46,529.04
Work by City	2,838.69
Audit Expense	152.75
Program Section	64.02
Salem Lab	4,090.30
Portland Lab	1,116.08
Technical Services	1,151.67
Construction Section	772.78
Region Office Expense	6.71
EEO Monitoring	245.43
TOTAL CONST. COST-UNIT 2	$ 428,954.99

CONSTRUCTION-UNIT 3 (IX-98D9(6) PREFIX NO. 26-1010):

Payment to Contractor ($10,658.74 Non-Partic.)	$ 2,534,503.70
SFO #1 Relocate & Adjust Water Valves, Hydrants, Etc.	31,857.51
SFO #2 Striping	3,953.05
SFO #3 Furnish & Plant Oak Trees	3,592.27
SFO #4 Water During Plant Establishment	177.49
SFO #5 Install Water Service for Irrigation	1,743.00

SFO #6 Furnish & Place Trash Receptacles		278.53
SFO #7 Install Survey Monument Boxes		230.00
SFO #8 Install Thermoplastic Crosswalks		4,325.95
SFO #9 Install Signal		533.76
Construction Engineering ($2,318.58 Non-Partic.)		251,750.18
Work by City		9,280.11
Audit Expense		828.97
Program Section		134.76
Salem Lab		4,211.48
Portland Lab		4,061.59
Technical Services		1,027.27
Construction Section		1,523.71
Region Office Expense		104.55
EEO Monitoring		551.23
	TOTAL CONST. COST-UNIT 3	$ 2,854,669.11

SUMMARY:

Total P.E. Cost		$ 313,575.34
Total R/W Cost		269,539.15
Total Const. Cost-Unit 1		4,158,874.80
Total Const. Cost-Unit 2		428,954.99
Total Const. Cost-Unit 3		2,854,669.11
	TOTAL PROJECT COST	$ 8,025,613.39

Less Federal Funds:

P.E.		$ 267,943.71
R/W		206,114.70
Const.-Unit 1		3,529,437.32
Const.-Unit 2		363,754.27
Const.-Unit 3		2,415,438.02
	CITY SHARE	$ 1,242,925.37

Credit for P.E. Work by City	$ (12,933.80)
Less P.E. Advance Deposit 2-13-78	(35,000.00)
Less R/W Advance Deposit 8-27-79	(26,100.00)
Less Const.-Unit 1 Advance Deposit 12-10-79	(644,800.00)
Less Const.-Unit 2 Advance Deposits 9-22-80 & 10-6-80	(67,360.00)
Less Const.-Unit 3 Advance Deposit 7-23-80	(440,000.00)
BALANCE DUE FROM CITY	$ 16,731.57

GEZ:bkw
cc: Diane Galida
Wayne Schulte
LPG Files

9062

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 22, 1968

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

5-20-87

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 6/26/79

TO 6/04/86

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-9809(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
823 ROW 269,539.15	242,487.88	85%	206,114.70	206,114.70	-0-
269,539.15	242,487.88	85%	206,114.70	206,114.70	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	5/20/87	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20 (REV. 5-70)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. COLUMBIA BLVD. - N.E. WEIDLER ST. SECTION MULTNOMAH COUNTY					
	Type Code ROW Right-of-Way					
	Right-of-Way	All Required			$197,464.31	
	City of Portland (5,354.69)	All Required			5,354.69	
	TOTAL R/W COST				$202,819.00	
	Acquisition Expense					
		All Required			$ 39,668.88	
	TOTAL PARTICIPATING COSTS				$242,487.88	
	Non-Participating Costs					
	Right-of-Way	All Required			$ 26,750.00	
	Acquisition Expense	All Required			301.27	
	TOTAL COSTS				$269,539.15	
	Totals are as of the FHWA Billing Voucher dated 4/23/87.					
	Revised R/W Plans were approved by FHWA on 5/06/86.					
	Participating Right-of-Way Costs are for Right-of-Way actually incorporated into the final project, and all costs have been previously certified by the Right-of-Way Engineer.					

AMOUNT CARRIED FORWARD .....

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
		TOT			00			1,404,229.33
		TOT			P5			11,705.89
		TOT			N5			
		XX JOB TOTALS XX				XX	XX	1,521,935.22 XX
NE COLUMBIA-ALDER ST NE	CONT NO	FA PROJ NOS XI 9809004 100						STATE
	026	2560	296	00	N	9 Tr. St.		205,700.00CR
	026	2560	298	00	N	9 " Fed		205,700.00
	026	2560	401	00	P	1 Net cost Land		137,175.00
	026	2560	401	00	N	1 " "		26,750.00
	026	2560	403	00	P	1 Value of Bldg. & Equip.		54,844.00
	026	2560	405	00	P	1 Severance & Conseq. Dam.		10,800.00
	026	2560	407	00	P	1 Appraisals & Witness Fees		12,196.36
	026	2560	409	00	P	1 Misc. Costs.	2.40	486.97
	026	2560	411	00	P	1 Maint. & Repairs		1,552.01
	026	2560	412	00	P	1 Title cost & Recording Fees	50.00CR	1,100.32
	026	2560	412	00	N	1 " " "	50.00	50.00
	026	2560	413	00	P	1 Taxes		2,135.10
	026	2560	414	00	P	1 Negotiation Exp.		3,087.68
	026	2560	415	00	P	1 Relocation Comp.		106.75
	026	2560	419	00	P	1 Sales of Land & Timber		24.73
	026	2560	420	00	P	1 Sales of Building		57.93
	026	2560	426	00	P	1 Legal expense		6,124.66
	026	2560	426	00	N	1 " "		9.84
	026	2560	428	00	P	1 Gen. Prop. Mgmt.		562.03
	026	2560	713	00	P	1 Reloc. Moving Exp.		10,021.38
	026	2560	915	00	P	1 Audit Gen.		354.17
	026	2560	920	00	P	1 Prop. Sal.		45.25
	026	2560	930	00	P	1 R/W Off. Exp	11.20	1,787.12
	026	2560	950	00	N	1 Training		7.93
		TOT			P1		63.60	242,461.46
		TOT			N1		50.00	26,961.77
		XX JOB TOTALS XX				XX	113.60 XX	269,433.23 XX
ROSS ISLAND DR-52ND AVE(PARK	CONT NO	X FA PROJ NOS XI 0024007 100						STATE
	026	2561	295	00	N	9	28,345.84	34,214.74
	026	2561	296	00	N	9	28,345.84CR	168,814.68CR
	026	2561	298	00	N	9		134,599.94
	026	2561	401	00	P	1		111,600.00
	026	2561	404	00	P	1		.00
	026	2561	407	00	P	1		6,081.40
	026	2561	407	00	N	1		2.66
	026	2561	408	00	P	1		6.18
	026	2561	409	00	N	1		7.72
	026	2561	411	00	P	1		159.88
	026	2561	411	00	N	1		1,792.81
	026	2561	412	00	P	1		610.15

	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
		TOT	00					1,404,229.33
		TOT	P5					117,305.89
		TOT	N5					
		** JOB TOTALS **				**	**	1,521,535.22 **
								STATE
EP ET HE	CONT NO	FA PROJ NOS X1 9809004 100						205,700.00CR
	026 2560	296	00	N	9			205,700.00
	026 2560	298	00	N	9			137,175.00
	026 2560	401	00	P	1			26,750.00
	026 2560	401	00	N	1			54,844.00
	026 2560	403	00	P	1			10,800.00
	026 2560	405	00	P	1			12,196.36
	026 2560	407	00	P	1			486.97
	026 2560	409	00	P	1	2.40		1,552.01
	026 2560	411	00	P	1		50.00CR	1,100.32
	026 2560	412	00	P	1		50.00	50.00
	026 2560	412	00	N	1			2,135.10
	026 2560	413	00	P	1			3,087.68
	026 2560	414	00	P	1			106.75
	026 2560	415	00	P	1			24.73
	026 2560	419	00	P	1			57.93
	026 2560	420	00	P	1			6,124.66
	026 2560	426	00	P	1			97.84
	026 2560	426	00	[illegible]	1			562.03
	026 2560	428	00	P	1			10,021.38
	026 2560	713	00	P	1			356.17
	026 2560	915	00	P	1			45.25
	026 2560	920	00	P	1			787.12
	026 2560	930	00	P	1	111.20		71.93
	026 2560	950	00	N	1			242,463.46
		TOT	P1			63.60		24,963.77
		TOT	N1			50.00		269,433.23 **
		** JOB TOTALS **				** 113.60 **		
								STATE
DE AME FARM	CONT NO	* FA PROJ NOS X1 0024007 100						34,213.74
	026 2561	295	00	N	9	28,345.84		163,813.63CR
	026 2561	296	00	N	9	28,345.84CR		134,599.84
	026 2561	298	00	N	9			111,669.00
	026 2561	401	00	P	1			71.00
	026 2561	404	00	P	1			6,081.40
	026 2561	407	00	P	1			12.66
	026 2561	407	00	N	1			6.12
	026 2561	409	00	P	1			
	026 2561	409	00	N	1			159.23

N PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	TOT	00					
	TOT	PS					1,404,229.33
	TOT	NS					117,705.89
	** JOB TOTALS **				**	**	1,521,935.22 **

EP ET ME	CONT NO		FA PROJ NOS XI 9809004 100					STATE
	026	2560	296	00	N 9		205,700.00CR	
	026	2560	298	00	N 9		205,700.00	
	026	2560	401	00	P 1		137,175.00	
	026	2560	401	00	N 1		26,750.00	
	026	2560	403	00	P 1		54,844.00	
	026	2560	405	00	P 1		10,800.00	
	026	2560	407	00	P 1		12,196.36	
	026	2560	409	00	P 1	2.40	486.97	
	026	2560	411	00	P 1		1,552.01	
	026	2560	412	00	P 1	50.00CR	1,100.32	
	026	2560	412	00	N 1	50.00	50.00	
	026	2560	413	00	P 1		2,135.10	
	026	2560	414	00	P 1		3,087.68	
	026	2560	415	00	P 1		106.75	
	026	2560	419	00	P 1		24.73	
	026	2560	420	00	P 1		57.93	
	026	2560	426	00	P 1		6,124.66	
	026	2560	426	00	N 1		97.84	
	026	2560	428	00	P 1		562.03	
	026	2560	713	00	P 1		10,021.38	
	026	2560	915	00	P 1		356.17	
	026	2560	920	00	P 1		45.25	
	026	2560	930	00	P 1	111.20	1,787.12	
	026	2560	950	00	N 1		71.93	
			TOT	P1		63.60	242,463.46	
			TOT	N1		50.00	26,969.77	
			** JOB TOTALS **		**	113.60 **	269,433.23 **	

TE ATE FAR	CONT NO		FA PROJ NOS XI 0024007 100					STATE
	026	2561	295	00	N 9	28,345.84	34,213.74	
	026	2561	296	00	N 9	28,345.84CR	168,213.63CR	
	026	2561	298	00	N 9		134,599.84	
	026	2561	401	00	P 1		111,669.00	
	026	2561	404	00	P 1		31.00	
	026	2561	407	00	P 1		6,081.40	
	026	2561	407	00	N 1		12.66	
	026	2561	409	00	P 1		6.12	
	026	2561	409	00	N 1		[illegible]	

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C0262560	000 P		357 Title Ins & Research	7780	Title Unit		-81.50	
OBJ-DETAIL	357						-81.50	
ACTIVITY							-81.50	SUBT
C0262560	000P	420 Cost of last sale of property	001 Reg. wk. time	7700	R/W Sec.		15.29	
OBJ-DETAIL	001						15.29	
ACTIVITY	420						15.29	SUBT
SUB-JOB	000 P	SUBTOTAL					-66.21	
C0262560	010 N-P			0100	Str Hwy Engr		26,969.71	***
OBJ-DETAIL							26,969.71	
C0262560	010 N-P		357 Title Ins. & Research	7780	Title Unit		81.50	
OBJ-DETAIL	357						81.50	
ACTIVITY							27,051.21	SUBT
SUB-JOB	010 N-P	SUBTOTAL					27,014.71	
C0262560	011 P			0100			242,463.44	***
OBJ-DETAIL							242,463.44	
ACTIVITY							242,463.44	SUBT
C0262560	011 P	910 Prepare R/W maps	001 Reg. Wk Time	7111	R/W Desc.		88.37	
OBJ-DETAIL	001						88.37	
C0262560	011 P	910 Prep R/W maps	504 Blueprint	7111	R/W Desc.		2.13	
OBJ-DETAIL	504						2.13	
ACTIVITY	910						90.50	SUBT
SUB-JOB	011 P	SUBTOTAL					242,554.08	
EA	C0262560	TOTAL					269,539.29	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON
EA/SUBJOB/~~ACTIVITY/OBJ~~-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
	357 Title Ins & Research	7780	Title Unit		-81.50	
					-81.50	
					-81.50	SUBTOTAL
420 conduct sale of property	001 Reg. wk. time	7700	R/W Sec.		15.29	
					15.29	
					15.29	SUBTOTAL
SUBTOTAL					-66.21	
P		0100	~~St Hwy Engr~~		26,969.77	***
					26,969.77	
P	357 Title Ins. & Research	7780	Title Unit		81.50	
					81.50	
					27,051.27	SUBTOTAL
N-P SUBTOTAL					27,051.27	
		0100			242,463.46	***
					242,463.46	
					242,463.46	SUBTOTAL
910 Prepare R/W maps	001 Reg. Wk Time	7111	R/W Desc.		88.39	
					88.39	
910 Prep. R/W maps	504 Blueprint	7111	R/W Desc.		2.24	
					2.24	
					90.63	SUBTOTAL
SUBTOTAL					242,554.09	
262550 TOTAL					269,539.15	

PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
0 000 P		357 Title Ins & Research	7780	Title Unit		-81.50	
AIL 357						-81.50	
						-81.50	SUBTOTAL
Y							
0 000P	420 conduct sale of property	001 Reg. wk. time	7700	R/W Sec.		15.29	
AIL 001						15.29	
Y 420						15.29	SUBTOTAL
000P SUBTOTAL						-66.21	
0 010 N-P			0100	Structure Engr		26,969.77	***
AIL						26,969.77	
0 010 N-P		357 Title Ins. & Research	7780	Title Unit		81.50	
AIL 357						81.50	
Y						27,051.27	SUBTOTAL
N-P 010 SUBTOTAL						27,051.27	
60 011P			0100			242,463.46	***
AIL						242,463.46	
Y						242,463.46	SUBTOTAL
60 011P	910 Prepare R/W maps	001 Reg. Wk Time	7111	R/W Desc.		88.39	
AIL 001						88.39	
60 011P	910 Prep. R/W maps	504 Blueprint	7111	R/W Desc.		2.24	
AIL 504						2.24	
TY 910						90.63	SUBTOTAL
011P SUBTOTAL						242,554.09	
C0262560 TOTAL						269,539.15	

DICATES PRIOR TO JULY 1, 1985 EXPENDITURES

9062 ○ ○ C-9062

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-23-86

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OREGON 97310

PAID BY

(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 10-23-79
TO 9-16-83

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX 9809(5)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$4,156,874.80	$4,152,279.21	85%	$3,529,437.32	$3,529,437.32	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
	4-23-86	

OREGON — CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	$0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-72)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. COLUMBIA BLVD. - N.E. WEIDLER ST.					
	PACIFIC EAST HIGHWAY					
	MULTNOMAH COUNTY					
	Construction					
	Type Code 6203					
	Roadway (Sta 78180 to Sta 170+30)					
	Final Contract Payment Summary	Lump Sum			$2,389,541.27	
SFO #1	Adjust water meter, services, mains and five hydrants (City of Portland)	All Required			$ 21,892.41	
SFO #2	Install drinking fountains (City of Portland)	All Required			$ 9,078.76	
SFO #3	Furnish and plant oak trees (City of Portland)	All Required			$ 25,624.05	
SFO #4	Permanent striping (State)	All Required			$ 5,395.39	
SFO #6	Furnish water for plants (City of Portland)	All Required			$ 298.60	
SFO #7	Furnish and place trash receptacles (City of Portland)	All Required			$ 3,251.19	
SFO #8	Install survey monument boxes in pavement (City of Portland)	All Required			$ 345.00	
SFO #9	Install thermoplastic crosswalks (City of Portland)	All Required			$ 4,838.50	
	TOTAL PARTICIPATING TYPE CODE 6203				$2,460,265.17	
	Type Code Y002					
	Signing					
	Final Contract Payment Summary	Lump Sum			$ 74,722.08	
SFO #10	Install signs (State)	All Required			373.44	
	TOTAL PARTICIPATING TYPE CODE Y002				$ 75,095.52	
	Type Code Y030					
	Illumination					
	Final Contract Payment Summary	Lump Sum			$ 577,148.54	
	Type Code Y031					
	Traffic Signals					
	Final Contract Payment Summary	Lump Sum			$ 688,142.24	
	TOTAL PARTICIPATING CONSTRUCTION COST				$3,800,651.67	
	Construction engineering					
	Work by City of Portland	All Required			$ 18,071.66	
	State	All Required			328,922.88	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$ 346,994.54	
	Misc. project cost					
	Audit Expense	All Required			$ 1,272.41	
	EEO Monitoring Expense	All Required			3,360.69	
	TOTAL PARTICIPATING PROJECT COST				$ 4,633.10	

AMOUNT CARRIED FORWARD .....

GPO 944 891

FORM FR-20B (REV. 9-66)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966
IN LIEU OF SF-1166

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

(PPM 30-6)

FEDERAL AID PROJECT

STATE: OREGON

COUNTY: Multnomah

NUMBER: IX 9809(5)

SECTION:

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Non-Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 2,316.91	
SPC #5	Repair of 8" water main (City of Portland)	All Required			$ 560.08	
	Construction Engineering	All Required			$ 3,718.60	
	TOTAL NON PARTICIPATING PROJECT COST				6,595.59	
	TOTAL PROJECT COST				$4,158,874.80	
	Prepared based on Participating Cost as shown on the Federal Billing as of May 1, 1986.					

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 37329-P66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)

AMOUNT CARRIED FORWARD.....

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1988 — PAGE 114

DESCRIPTION	PREFIX	FUNCTION	SUB	F	OR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	026	1004	220	00	P			230.82	79	87
	026	1004	240	00	P			11.86	81	81
	026	1004	250	00	P			134.53	81	81
	026	1004	270	00	P			150,972.42		
			701	00	N			3.01		
			88 JOB TOTALS 88			88	88	150,982.43	88	

NE COL BLVD-NE HEIDLER ST — CONT NO 9062 & FA PROJ NOS XI 9809005 100 — STATE

	026	1008	201	00	P	Pay Cont.		2,316.91	81	82
	026	1008	201	00	N	"	1,341.37		81	82
	026	1008	202	00	P	Interest		1.08	82	82
	026	1008	207	00	N	"		1,034.28	82	82
	026	1008	208	00	N	Admin on Retainage		9,028.28	82	82
	026	1008	220	00	P	" #3 201 SKN	25,624.06	25,624.06	80	82
	026	1008	220	00	P	" #4		4,401.19	80	82
	026	1008	220	00	N	" "		1,168.68	81	81
	026	1008	220	00	N	" #5		550.08	81	81
	026	1008	220	00	P	" #6		298.60	81	82
	026	1008	220	00	P	" #7		3,251.19	82	82
	026	1008	220	00	P	" #8		145.80	82	82
	026	1008	220	00	P	" #9		4,838.50	82	82
	026	1008	220	00	P	" #10		124.44	82	82
	026	1008	220	10	P	" #1		21,892.91	80	81
	026	1008	230	00	P			136,000.00	83	83
	026	1008	240	00	N	Fr. City		1,160,434.84CR	80	85
	026	1008	240	00	N	" St.	22,020.00CR	1,160,434.84CR	80	85
	026	1008	240	00	N	" Fed.	22,020.00	1,160,434.84	80	85
	026	1008	250	00	P	Const. Engr.		322,023.70	79	87
	026	1008	250	00	N	"		3,218.60	81	81
	026	1008	250	00	N	Pay Loc. Gout		11,071.64	81	86
	026	1008	215	00	P	Audit 108.60	300.17	1,222.91	80	82
	026	1008	220	00	P	Prog. Sec.		236.42	80	82
	026	1008	220	00	N	Admin on Ret.		33.00	80	82
	026	1008	240	00	P	Salem Lab		1,822.14	81	82
	026	1008	241	00	P	Port. "		200.76	81	82
	026	1008	244	00	P	Technical Servi.		2,236.38	81	82
	026	1008	245	00	P	Const. Sec.		1,999.38	81	82
	026	1008	246	00	P	Region Off.		168.22	81	82
	026	1008	248	00	P	Gen. Const. Engr.	7.38	168.22	81	82
	026	1008	260	00	P	Training		1,430.31	80	82
	026	1008	260	00	N	Personal Leave		2,000.00	80	82
	026	1008	260	00	P	EEO Monitoring		2,000.00	79	82
			TOT	P1			246.59 25,932.06	4,153,721.70		
			TOT	N1				2,000.00		
			99 JOB TOTALS 99				246.59 99 25,932.06 99	4,160,162.06 99		

NE COL BLVD-NE HEIDLER ST — CONT NO 9167 & FA PROJ NOS XI 9809006 99 — XI 9809006 01 STATE

	026	1010	201	00	P		7,200.00CR	2,477,277.16	80	84

FEDERAL APPROPRIATION: 823

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	PARTICIPATION AMOUNT	PARTICIPATION PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	ADJUSTMENT AMOUNT	ADJUSTMENT CODE	VOUCHER AMOUNT
FEDERAL PROJECT: XI -9809-004									
F00771			.00						
C0262560-010	27,061.27		.00						
C0262560-011	242,554.09	206,700.00	242,554.09						
AGREEMENT TOTALS	269,539.15	206,700.00	242,487.88	85.00	206,700.00	206,114.70	414.70	B	.00
FED PROJ TOTALS	269,539.15	206,700.00	242,487.88		206,700.00	206,114.70	414.70	B	.00
FEDERAL PROJECT: XI -9809-005									
F00637			.00						
C09062 -001	12.18	.0	.00						
C09062 -010	6,583.41	.00	.00						
C09062 -011	4,152,279.21	3,529,437.32	4,152,279.21						
AGREEMENT TOTALS	4,158,874.80	3,529,437.32	4,152,279.21	85.00	3,529,437.32	3,529,437.33	.01	B	.00
FED PROJ TOTALS	4,158,874.80	3,529,437.32	4,152,279.21		3,529,437.32	3,529,437.33	.01	B	.00
FEDERAL PROJECT: XI -9809-006									
F00638			.00						
C09167 -010	12,957.24		.00						
C09167 -011	2,792,813.06	2,373,411.89	2,792,813.06						
AGREEMENT TOTALS	2,805,770.30	2,373,411.89	2,792,813.06	85.00	2,373,652.82	2,373,891.10	238.28	B	240.93
F00639			.00						
C09167 -080	20.08		.00						
C09167 -081	49,165.06	41,787.87	49,165.06						
AGREEMENT TOTALS	49,185.14	41,787.87	49,165.06	85.00	41,790.30	41,790.30	.00		2.43
FED PROJ TOTALS	2,854,955.44	2,415,199.76	2,841,978.12		2,415,443.12	2,415,681.40	238.28	B	243.36
FEDERAL PROJECT: XI -9867-001									
F02316			.00						
C3261901-010	2,091.66		.00						
C3261901-011	286,982.95	246,231.37	286,982.95						
AGREEMENT TOTALS	289,074.61	246,231.37	286,982.95	85.80	246,231.37	246,231.37	.00		.00

11/13/86.

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW NUMBER
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CUR MO
C09062	000	900	130	8054	Proj Mgr.	
C09062	000	900	130	8054		
C09062	000	900	130			
C09062	000	900				
C09062	000					
C09062	001		598	0521	SF04	
C09062	001		598	0521		
C09062	001		598			
C09062	001					
C09062	001					
C09062	010		016	0521		
C09062	010		016	0521		
C09062	010		016			
C09062	010					
C09062	010					
C09062	011		598	0521	SF04	
C09062	011		598	0521		
C09062	011		598			
C09062	011					
C09062	011	020	598	0521		
C09062	011	020	598	0521		
C09062	011	020	598			
C09062	011	020				
C09062	011					
C09062						

JOB COST SUMMARY
JOB/ACTIVITY/OBJ-DETAIL CREW NUMBER
PAYROLL CHARGES ARE LOADED

CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
8054 Proj Mgr.		.00	.00
8054		.00	.00
		.00	.00
		.00	.00
		.00	.00
0521	SF04	.00	6.00
0521 Cont Acctng		.00	6.00
		.00	6.00
		.00	6.00
		.00	6.00
0521		496.94-	496.94-
0521 Cont Acctng		496.94-	496.94-
		496.94-	496.94-
		496.94-	496.94-
		.00	6.00-
0521	SF04	.00	6.00-
0521 Cont Acctng		.00	6.00-
		.00	6.00-
		.00	1,430.31-
0521		.00	1,430.31-
Cont Acctng		.00	1,430.31-
		.00	1,430.31-
		.00	1,436.31-
		496.94-	1,927.25-

9062 COLUMBIA WEIDLER, UNION AVE. 11-7-84

FE

IX-9809(1) 26-1905 426-1931 Final Voucher - Need Fische

R/W

IX-9809 (4) 26-2560 Need Final Voucher

CONST.

UNIT 1

IX-9809(5) 26-1008 ~~Need Final Voucher~~ Recid 12-10-86

UNIT 2

IX-9809(7) 26-1014 FINAL VOUCHER & Fisch

UNIT 3

IX-9809(6) 26-1010 ~~Need Final Voucher~~ Rec'd 1-8-86

Diane Galida will check on R/W Voucher. She says (5) & (6) have bills for landscaping recently submitted by City that are being audited.

G

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9809(5)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90225

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 24 '83

REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE: 7/23/81

8. FEDERAL ROUTE NUMBER: FAU 9809

9. STATE ROUTE NUMBER: Primary 1E

10. GENERAL LOCATION:

NE Columbia Blvd. - NE Weidler Street (Unit 1)

Orig to 10/24

11. GENERAL DESCRIPTION OF WORK

Revised authorization date

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ xx OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Keasey's letter of 10/10/83 and based on the additional information submitted I approve the revised date of 7/23/81 for work start under SFO #7.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/18/83	G. K. Hoosner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9 0 6

nig cc: OSHD(Mr Walter) / Region(HCM-010)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER	REPORT NUMBER	COUNTY	DIVISION
10	3	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
9-9-83	T. P. Lowe, Area Engineer	IX-9809(5)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
10-11-81	1-3-83	100 %	500 days

APPROVED EXTENSIONS	LOCATION
None	See below

NOTE - *The PR 47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work*

NE. COLUMBIA BLVD. - NE. WEIDLER STREET (Unit 1)
PACIFIC HIGHWAY 99 EAST
Grading, Paving, Signing, Illumination & Signals

The final project cost is $4,134,000. The original authorization was $4,310,000. Engineering cost was $356,000.

The minor items mentioned in the fourth paragraph of the final inspection report have been corrected.

---TPL---

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 19 '83
REFER TO
Keasey
FOR
Info. | Inves. | R/D | D/R | Sign | Act | File

9/20

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE		SIGNATURE: Original Signed By G. K. HOSSNER	
TITLE: Area Engineer	DATE: 9-9-83	TITLE: Field Operations Engineer	DATE: 9/16/83

FORM FHWA 1446B (Rev 12-79) PREVIOUS EDITIONS MAY BE USED.

9062 2-1-23 file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Const., Inc. No. 9041	Sager Cr. Br. & Kale Cr. Culvert Clatsop County	Jan. 3, 1983
Cascade Const. Co., Inc. No. 9062	NE Col. Blvd.-NE Weidler St. (Unit 1) Multnomah County	Jan. 3, 1983
COMCO Const. Ore. Ltd. dba Salem Road & Driveway Co. No. 9436	Church Road-Pac. Hwy. West Polk County	Jan. 4, 1983
J. C. Compton Co. No. 9241	Elgin-Minam River Road Union County	Jan. 4, 1983
C.W. McCallum Const. Co. No. 9347	Southbound On Ramp @ Beaverton/Hillsdale Hwy. Washington County	Jan. 4, 1983
The Kaspac Corp. dba Kaspac Industries No. 9382	Jackson County Pavement Marking Project Jackson County	Jan. 4, 1983
East County Electric Co., Inc. No. 9450	Pac. Hwy. W. @ 12th St. (McMinnville) Yamhill County	Jan. 4, 1983
Ajax Electric Co. No. 9430	Beaverton/Hillsdale Hwy. @ SW 107th Ave. Washington County	Jan. 4, 1983
Schoolhouse R Electric No. 9407	Col. River Hwy. @ W. Rainier Dike Rd. (Rainier) Columbia County	Jan. 5, 1983
A.K. Lundmark & Son,Inc. No. 9442	Rock Creek Bridges Washington County	Jan. 5, 1983
Hannan Bros. Const.,Inc. No. 9410	Westport Ferry Slip Clatsop County	Jan. 5, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co., Inc. No. 9208	SW Murray Blvd. @ SW Walker Rd. (Beaverton) Washington County	Jan. 6, 1983
Joseph Garfas dba Schoolhouse R Electric No. 9392	Rogue Valley Hwy. @ Valley View Rd. (Talent) Jackson County	Jan. 11, 1983
D Mc D Corp. No. 9377	LaGrande/Baker Hwy. @ Pierce Lane Union County	Jan. 12, 1983
F. Kelly Somers Const. Co. & F.L. Somers Co., Inc., J.V. No. 9303	NCL-Main St. (Rogue River) Jackson County	Jan. 18, 1983
Hamilton Electric, Inc. No. 9105	SW Macadam Ave.-SW Hamilton Court Multnomah County	Jan. 20, 1983
R. A. Hatch Co. No. 9227	Cedar Hills Blvd.-Sylvan Intchge. Washington & Multnomah Counties	Jan. 21, 1983
D & D Paving Co. No. 9319	35th Ave. Realign. @ Silverton Rd. Marion County	Jan. 21, 1983
Ross Bros. Const., Inc. No. 9441	UPRR & Frontage Rd. O'Xing. (The Dalles) Wasco County	Jan. 24, 1983
Eagle-Elsner, Inc. No. 9457	Oswego Hwy. @ Marylhurst College Entrance Clackamas County	Jan. 24, 1983
Fabricators, Inc. No. 9301	Davis Slough-Bullards Bridge Coos County	Jan. 25, 1983
Western Mixing Co. No. 9307	Painted Hills Rd.-Mitchell Wheeler County	Jan. 26, 1983
Swanston Equipment Co. No. 9384	Lane County Pavement Marking Project #5 Lane County	Jan. 27, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9460	Pac. Hwy. E. @ Grimm Road Marion County	Jan. 27, 1983
Hi-Land Const., Inc. No. 9518	Grass Butte Rock Production Crook County	Jan. 31, 1983
Morse Bros., Inc. No. 9458	Condon Rock Production Gilliam County	Jan. 31, 1983

February 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9062

January 27, 1983

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CON 5
#9062

Gentlemen or Ladies:

On January 10, 1983, we wrote to you concerning release of final payment on Contract No. 9062 awarded to Cascade Construction Company, Inc., for work on the N.E. Columbia Boulevard-N.E. Weidler Street (Unit 1) Section of the Pacific Highway East in Multnomah County.

The total contract amount is $3,731,871.14, including $102,642.90 for work performed under force account.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

dc

cc: Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9062

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-30-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9809(5)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Multnomah
	5. ITEM NO. 90225	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/16/82	FAU 9809	Primary 1E

10. GENERAL LOCATION:

NE Columbia Blvd. - NE Weidler Street (Unit #1)

11. GENERAL DESCRIPTION OF WORK

Furnish and install 5 signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 7/16/82 as requested in Mr. Keasey's letter of 9/21/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 10 is approved for a TEC of $250 Federal Funds $213.

RECEIVED
STATE HWY ENGR
OCT 6 '82
REFER TO Moehnke
FOR
Info | Invest | R/D | D R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/30/82	G. K. Keasey	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9062

8-30-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9809(5)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90225

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/23/82

8. FEDERAL ROUTE NUMBER: FAU 9809

9. STATE ROUTE NUMBER: Primary 1E

10. GENERAL LOCATION:

NE Columbia Blvd. - NE Weidler St. (Unit #1)

11. GENERAL DESCRIPTION OF WORK

Install thermoplastic crosswalks at signalized intersections and thermoplastic ladder - type crosswalks.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [XX] CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 6/23/82 as requested in Mr. Keasey's letter of 8/20/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 9 is approved for a TEC of $9,000 Federal Funds $7,650.

Orig 9-1

RECEIVED
STATE HWY ENGR
SEP 1 '82
REFER TO Mochrum
FOR

Info	Inves.	R/D	D/R	Sign	Act.	File

14. DATE: 8/30/82

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hoover

16. TITLE: for Division Administrator

FORM FR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9062

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.E. Columbia Blvd. – N.E. Weidler St. (Unit 1)		WEEK ENDING: June 25, 1982
		SECTION PREFIX: 26-1008
HIGHWAY: Pacific East		COUNTY: Multnomah
NAME OF JOB	KIND OF WORK: Grade, Pave, Sign, Illuminate, Signals	
CONTRACTOR: Cascade Construction Co.	CONTRACT NUMBER: 9062	FEDERAL AID PROJECT NUMBER: IX-9809(5)
DATE OF CONTRACT: December 7, 1979	DATE WORK STARTED: January 15, 1980	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: work SPECIFIED CALENDAR DAYS: 500	WORK DAYS USED: work CALENDAR DAYS USED: 500
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $4,310,271.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $4,003,763.00	ENGINEERING AUTHORIZATION: $306,508.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Inc. Eng. 97
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,828,700.00	ENGINEERING COST TO DATE: $344,660.00	DATE PROJECT WAS COMPLETED: October 11, 1981
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 3 %	PERCENT OF AUTHORIZATION: 112 %	

Date Semifinal Estimate Anticipated: June 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signals	
	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,100 CY	1,400 T			31,500 T
TOTAL QUANTITIES CORRECTED TO DATE	4,663	1,430			35,040
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,663	1,430			35,040
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20		0		
MONDAY 21	Rain	0		
TUESDAY 22	Fair	0		
WEDNESDAY 23	Fair	0		
THURSDAY 24	Fair	0		
FRIDAY 25	Cloudy	0		
SATURDAY 19		0		

CE K RECEIVED OM
CAE CA
FOE LS
QCS JUN 28 1982 TC
SCS CONSTRUCTION FE
EEO SECTION CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 20	No Activity This Week
MONDAY 21	
TUESDAY 22	
WEDNESDAY 23	
THURSDAY 24	
FRIDAY 25	
SATURDAY 19	

REMARKS

Semifinal estimate to be submitted June 28, 1982.
This is the last weekly report for this project.

SIGNED Chuck Lobaugh LOCATION Portland

Chuck Lobaugh

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F218

9062

5-25-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9809(5)

2. STATE PROJECT NO.: See below

2. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90225

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/3/82

8. FEDERAL ROUTE NUMBER: FAU 9809

9. STATE ROUTE NUMBER: Primary 1 E

10. GENERAL LOCATION:

NE Columbia Blvd. - NE Weidler Street (Unit #1)

11. GENERAL DESCRIPTION OF WORK

Install survey monument boxes in pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the authorization date of 5/3/82 as requested in Mr. Keasey's letter of 5/20/82 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 8 representing work performed by City of Portland Bureau of Maintenance is approved for a TEC of $345 Federal Funds $293.

RECEIVED
STATE HWY ENGR
MAY 28 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE: 5/25/82

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Haasen

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-74) PREVIOUS EDITIONS MAY BE USED

901

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 3-63		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 5	3/1/82	Project Number IX-9809(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 8 ,19 80 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,335,768.00	$ 4,310,274.00
Federal funds	$ 3,685,400.00	$ 3,663,730.00
Other revisions		

This modification is made for the following reasons: to reflect a decrease in final construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March ,1982 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A (Rev. 10-78) Previous editions are obsolete

9062

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

February 18, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90225
Project No. IX-9809(5)
N.E. Col. Blvd.-N.E. Weidler St. Sec., Unit 1
Multnomah County

I request approval of a program change releasing $21,670 of federal funds from the subject project to provide funds for project No. IX-9699(5). This action was requested by the City of Portland.

Enclosed are revised project agreement estimates and modification of project agreements for the subject project.

CL:bkc
Attachments

cc: R.N. Bothman
J. Rose
E. Mershon
G. Zehner
General Files

Form 734-3122

Oregon State Highway Division
Salem, Oregon February 18, 1982

Federal Aid Project
No. IX-9809(5)

N.E. Columbia Blvd.-N.E. Weidler St. Section
Pacific Hwy. East in Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Sta. 78+80 to Sta. 170+30)

Total same as previous estimate of October 23, 1981 & December 14, 1981 — $2,739,054.00

Type Code Y002
Signing

Total same as previous estimate of 11-29-79, 8-3-81, 10-23-81 & 12-14-81 — $ 83,292.00

Type Code Y030
Illumination

Total same as previous estimate of 11-29-79, 8-3-81, 10-23-81 & 12-14-81 — $ 651,795.00

Type Code Y031
Traffic Signals

Total same as previous estimate of 11-29-79, 8-3-81, 10-23-81 & 12-14-81 — $ 746,371.00

Length of Roadway ---------- 1.733 miles
Cost of Roadway Per Mile -------$1,580,527.41

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$2,739,054.00	$2,328,195.00	$410,859.00
Signing	83,292.00	70,798.00	12,494.00
Illumination	651,795.00	554,025.00	97,770.00
Signals	746,371.00	634,415.00	111,956.00
SUBTOTAL	$4,220,512.00	$3,587,433.00	$633,079.00
Reserve	89,762.00	76,297.00	13,465.00
TOTAL	$4,310,274.00	$3,663,730.00	$646,544.00

Group 1 100%
Contract No. 9062
Prefix: 26-1008

906 2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NUMBER 12-285	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
PROJECT REPORT NUMBER		Project Number IX-9809(5)
MODIFICATION NUMBER 4	12/22/81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 8, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,360,768.00	$ 4,335,768.00
Federal funds	$ 3,706,650.00	$ 3,685,400.00
Other revisions		

This modification is made for the following reasons: to release federal funds for use on project IX-0000(42).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of December, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D.H. Moehring

Asst. State Hwy. Engineer
(Title)

XXX By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 14, 1981

Federal Aid Project
No. IX-9809(5)

N.E. Columbia Blvd.-N.E. Weidler St. Section
Pacific Hwy. East in Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Sta. 78+80 to Sta. 170+30)

Total same as previous estimate of October 23, 1981 $2,739,054.00

Type Code Y002
Signing

Total same as previous estimate of 11-29-79, 8-3-81 & 10-23-81 $ 83,292.00

Type Code Y030
Illumination

Total same as previous estimate of 11-29-79, 8-3-81 & 10-23-81 $ 651,795.00

Type Code Y031
Traffic Signals

Total same as previous estimate of 11-29-79, 8-3-81 & 10-23-81 $ 746,371.00

Length of Roadway ---------- 1.733 miles
Cost of Roadway Per Mile -------$1,580,527.41

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$2,739,054.00	$2,328,195.00	$410,859.00
Signing	83,292.00	70,798.00	12,494.00
Illumination	651,795.00	554,025.00	97,770.00
Signals	746,371.00	634,415.00	111,956.00
SUBTOTAL	$4,220,512.00	$3,587,433.00	$633,079.00
Reserve	115,256.00	97,967.00	17,289.00
TOTAL	$4,335,768.00	$3,685,400.00	$650,368.00

Group 1 100%
Contract No. 9062
Prefix: 26-1008

9062

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 11-25		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 3	11-4-81	Project Number IX-9809(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 8 , 19 80 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,425,589.00	$ 4,360,768.00
Federal funds	$ 3,761,750.00	$ 3,706,650.00
Other revisions		

This modification is made for the following reasons: To release federal funds to be used for contract award on Project No. IX-000C(22).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of November , 19 81 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Operation Programming Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Hilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 23, 1981

Federal Aid Project
No. IX-9809(5)

N.E. Columbia Blvd.-N.E. Weidler St. Section
Pacific Highway East in Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Sta. 78+80 to Sta. 170+30)

Subtotal on previous estimate of November 29, 1979			$2,327,011.80
Additional Approved Items			
Asphalt Cement Adjustment			
February 1980 Asphalt Price Adjustment	112.049 Ton	23.75	2,661.16
March 1980 Asphalt Price Adjustment	152.726 Ton	38.75	5,918.13
April 1980 Asphalt Price Adjustment	274.490 Ton	51.25	14,067.61
May 1980 Asphalt Price Adjustment	128.600 Ton	51.25	6,590.75
June 1980 Asphalt Price Adjustment	158.810 Ton	49.50	7,861.10
July 1980 Asphalt Price Adjustment	268.320 Ton	49.50	13,281.84
August 1980 Asphalt Price Adjustment	187.400 Ton	49.50	9,276.30
September 1980 Asphalt Price Adjustment	167.400 Ton	49.50	8,286.30
October 1980 Asphalt Price Adjustment	438.200 Ton	49.50	21,690.90
November 1980 Asphalt Price Adjustment	6.705 Ton	49.50	331.90
SFO 3 Furnish and Plant Trees		All Required	31,000.00
SFO 6 Water Establishment Period		All Required	200.00
			$ 121,165.99
SUBTOTAL			$2,448,177.79
Engineering			290,876.21
TOTAL			$2,739,054.00

Type Code Y002
Signing

Total same as previous estimates of 11-29-79 & 8-3-81 $ 83,292.00

Type Code Y030
Illumination

Total same as previous estimates of 11-29-79 & 8-3-81 $ 651,795.00

Type Code Y031
Traffic Signals

Total same as previous estimates of 11-29-79 & 8-3-81 $ 746,371.00

Length of Roadway ---------- 1.733 miles
Cost of Roadway Per Mile -------$1,580,527.41

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$2,739,054.00	$2,328,195.00	$410,859.00
Signing	83,292.00	70,798.00	12,494.00
Illumination	651,795.00	554,025.00	97,770.00
Signals	746,371.00	634,415.00	111,956.00
SUBTOTAL	$4,220,512.00	$3,587,433.00	$633,079.00
Reserve	140,256.00	119,217.00	21,039.00
TOTAL	$4,360,768.00	$3,706,650.00	$654,118.00

Group 1 100%
Contract No. 9062
Prefix: 26-1008

9062

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 8-76		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 2	8-11-81	Project Number IX-9809(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 8 , 19 80 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,550,589.00	$ 4,425,589.00
Federal funds	$ 3,868,000.00	$ 3,761,750.00
Other revisions		

This modification is made for the following reasons: To release federal funds to be used for project IX-9326(7).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of August , 19 81 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Hwy. Engr.
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 3, 1981

Federal Aid Project
No. IX-9809(5)

N.E. Columbia Blvd.-N.E. Weidler St.
Pacific East Highway
Multnomah County

REVISED PROJECT AGREEMENT

Type Code 6203
Roadway (Sta. 78+80 to Sta. 170+30)

Total the same as previous estimate of November 29, 1979 $2,617,888.00

Type Code Y002
Signing

Total the same as previous estimate of November 29, 1979 $ 83,292.00

Type Code Y030
Illumination

Total the same as previous estimate of November 29, 1979 $ 651,795.00

Type Code Y031
Traffic Signals

Total the same as previous estimate of November 29, 1979 $ 746,371.00

Length of Roadway ---------- 1.733 mi.
Cost of Roadway Per Mile ----------$1,480,968.26

Work Retained In Program Status
(Not included in amounts below)

Trash Receptacles	All Required	$ 5,200.00
Asphalt Cement Adjustment	All Required	75,000.00
Ornamental Pole Removal	All Required	16,000.00
Work by Portland General Electric	All Required	24,000.00
Adj. Signals during Stage Construction	All Required	20,000.00
Furnish & Plan Trees (City)	All Required	29,900.00
Water Establishment Period	All Required	200.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$2,617,888.00	$2,225,204.00	$392,684.00
Signing	83,292.00	70,798.00	12,494.00
Illumination	651,795.00	554,025.00	97,770.00
Traffic Signals	746,371.00	634,415.00	111,956.00
	$4,099,346.00	$3,484,442.00	$614,904.00
Reserve	326,243.00	277,308.00	48,935.00
	$4,425,589.00	$3,761,750.00	$663,839.00

Group 1 100%
Contract No. 9062
Prefix 26-1905
Prefix 26-1008

906

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	OREGON
MONTHLY TRANSACTION NUMBER 6-165		
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County MULTNOMAH
MODIFICATION NUMBER 1	6-19-81	Project Number IX-9809(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 8 , 1980 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,000,000.00	$ 4,550,589.00
Federal funds	$ 4,250,000.00	$ 3,868,000.00
Other revisions		

This modification is made for the following reasons: To release federal funds in order to fund other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of June , 1981 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Operation Programming Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

FOR: Dale B. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
Salem, Oregon June 30, 1981

FEDERAL AID PROJECT
NO. IX-9809(5)

N.E. COLUMBIA BLVD.-N.E. WEILDER STREET
PACIFIC EAST HIGHWAY
MULTNOMAH COUNTY

Revised Project Agreement.

TYPE CODE 6203
ROADWAY (Sta. 78+80 to Sta. 170+30)

Total the same as previous estimate of November 22, 1979 $2,617,888.00

TYPE CODE Y002
SIGNING

Total the same as previous estimate of November 29, 1979 $ 83,292.00

TYPE CODE Y030
ILLUMINATION

Total the same as previous estimate of November 29, 1979 $ 651,795.00

TYPE CODE Y031
TRAFFIC SIGNALS

Total the same as previous estimate of November 29, 1979 $ 746,371.00

Length of Roadway ---------- 1.733 mi.
Cost of Roadway Per Mile ---------- $1,480,968.26

WORK RETAINED IN PROGRAM STATUS
(Not included in amounts below)

Trash Receptacles	All Required	$ 5,200.00
Asphalt Cement Adjustment	All Required	75,000.00
Ornamental Pole Removal	All Required	16,000.00
Work by Portland General Electric	All Required	24,000.00
Adj. Signals during Stage Construction	All Required	20,000.00
Furnish & Plant Trees (City)	All Required	29,900.00
Water Establishment Period	All Required	200.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Roadway	$2,617,888.00	$2,225.204.00	$392,684.00
Signing	83,292.00	70,798.00	12,494.00
Illumination	651,795.00	554,025.00	97,770.00
Traffic Signals	746,371.00	634,415.00	111,956.00
	$4,099,346.00	$3,484,442.00	$614,904.00
RESERVE	451,243.00	383,558.00	67,685.00
	$4,550,589.00	$3,868,000.00	$682,589.00

Group 1-100%
Contract No. 9062
Prefix - 26-1905
Prefix - 26-1008

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: OREGON
MONTHLY TRANSACTION NO. 1-7	FEDERAL-AID PROJECT AGREEMENT 1-8-80	County: Multnomah
		Project No.: IX-9809(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E, N.E. Killingsworth to N.E. Tillamook (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-23-79	1.733
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS — FEDERAL FUNDS 85.0%
5,000,000.00	4,250,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Operation Programming Engineer
(Title)

For: M. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 1-08-80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 29, 1979

Federal Aid Project
No. IX-9809(5)

N.E. Columbia Blvd.-N.E. Weidler St.
Pacific East Highway
Multnomah County

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 78+80 to Sta. 170+30)

Mobilization	All Required		(70%)	$ 185,920.00
Temporary Protection and Direction of Traffic	All Required		(70%)	59,866.80
Temporary Signs	352 Sq.Ft.	$	9.50	3,344.00
Temporary Plastic Safety Markers	22 Each		91.00	2,002.00
Temporary Barricades	15 Each		106.00	1,590.00
Sequential Arrow Sign	1 Each		2,496.00	2,496.00
Flagmen	5,000 Hour		22.08	110,400.00
Removal of Structures and Obstructions	All Required			451,290.00
Embankment in Place	4,100 Cu.Yd.		6.83	28,003.00
Trench Excavation	2,920 Cu.Yd.		10.50	30,660.00
Special Backfill Material	1,500 Cu.Yd.		21.00	31,500.00
Finishing Roadbed and Slopes	All Required			50,918.00
Furnishing and Placing Topsoil	1,580 Cu.Yd.		11.50	18,170.00
Watering	50 M-Gal.		50.00	2,500.00
Aggregate Base	1,400 Ton		16.50	23,100.00
Bondbreaking Sand	930 Ton		12.50	11,625.00
Lime Treated Subgrade	60,800 Sq.Yd.		1.60	97,280.00
Lime for Treated Subgrade	685 Ton		95.00	65,075.00
Class "B" Asphalt Concrete Mixture	31,500 Ton		14.50	456,750.00
Asphalt Cement in Mixture	2,050 Ton		95.50	195,775.00
Asphalt in Tack Coat	10 Ton		236.00	2,360.00
Shelter Foundations	70 Sq.Yd.		55.00	3,850.00
Furnishing and Installing Passenger Shelters	9 Each		3,560.00	32,040.00
Relocating Existing Passenger Shelters	4 Each		405.00	1,620.00
8-inch Sewer Pipe	1,890 Lin.Ft.		13.60	25,704.00
10-inch Sewer Pipe	270 Lin.Ft.		18.70	5,049.00
12-inch Sewer Pipe	304 Lin.Ft.		21.50	6,536.00
Concrete Manholes	9 Each		1,695.00	15,255.00
Special Manholes	5 Each		2,118.00	10,590.00
Concrete Sumps	5 Each		4,150.00	20,750.00
Concrete Inlets, Type G-1	54 Each		426.00	23,004.00
8-inch Drain Pipe	366 Lin.Ft.		10.00	3,660.00
Fiber Filter	410 Sq.Yd.		1.50	615.00

Oregon State Highway Division
Salem, Oregon, November 29, 1979

Federal Aid Project
No. IX-9809(5)

Gravel in Drains	65	Cu.Yd.	$ 53.00	$ 3,445.00
Concrete Walks	1,780	Sq.Yd.	13.50	24,030.00
Sidewalk Ramps	94	Each	265.00	24,910.00
Concrete Driveways	3,220	Sq.Yd.	15.90	51,198.00
Concrete Curbs	570	Cu.Yd.	94.50	53,865.00
Concrete Islands	10	Cu.Yd.	116.00	1,160.00
Extra for Asphalt Approaches	55	Each	169.00	9,295.00
Adjusting Manholes	50	Each	100.00	5,000.00
Reconstructing Concrete Manholes	1	Each	700.00	700.00
Adjusting Inlets	9	Each	426.00	3,834.00
Revising Sidewalk Openings	2	Each	5,000.00	10,000.00
Closing Sidewalk Openings	3	Each	5,000.00	15,000.00
Furnishing and Planting Vines	9,000	Each	3.85	34,650.00
Soil Conditioner	225	Cu.Yd.	70.00	15,750.00
Bark Mulch	30	Unit	79.00	2,370.00
Irrigation System	All Required			$ 26,145.00
				$2,260,649.80

Anticipated Items

Permanent Pavement Striping	All Required	$ 8,000.00
Temporary Pavement Striping	All Required	5,000.00
Remove Pavement Striping (Exist. & Temp.)	All Required	4,500.00
On-the-Job Trainees (4 at $800)	All Required	3,200.00
City of Portland (Drinking Fountains)	All Required	12,856.00
City of Portland (Facilities relocation)	All Required	32,806.00
		$ 66,362.00
Subtotal		$2,327,011.80
Engineering		290,876.20
Total		$2,617,888.00

Type Code Y002
Signing

Mobilization	All Required	(2%)	$ 5,312.00
Temporary Protection and Direction of Traffic	All Required	(2%)	1,710.48
Removal of Existing Sign Installations	All Required		2,625.00
Sign Support Footings	All Required		14,700.00
Special Pipe Sign Supports	All Required		32,550.00
Type "C" Signs in Place	83 Sq.Ft.	19.00	1,577.00
Type "H" Signs in Place	36 Sq.Ft.	19.00	684.00
Type "T" Signs in Place	243 Sq.Ft.	19.00	4,617.00
Type "U" and "V" Signs in Place	33 Sq.Ft.	21.00	693.00

Oregon State Highway Division
Salem, Oregon, November 29, 1979

Federal Aid Project
No. IX-9809(5)

Type "EE" Signs in Place	7 Sq.Ft.	$ 17.00	$	119.00
Move and Reinstall Existing Signs and Supports	All Required			9,450.00
	Subtotal		$	74,037.48
	Engineering			9,254.52
	Total		$	83,292.00

Type Code Y030
Illumination

Mobilization	All Required	(11%)	$	29,216.00
Temporary Protection and Direction of Traffic	All Required	(11%)		9,407.64
Removal of Existing Illumination	All Required			36,750.00
Pole Foundations	All Required			105,000.00
Roadway Lighting Poles and Bracket Arms	All Required			105,000.00
Luminaires and Ballasts	All Required			5,250.00
Switching, Conduit, Wiring, Lamps, etc.	All Required			288,750.00
	Subtotal		$	579,373.64
	Engineering			72,421.36
	Total		$	651,795.00

Type Code Y031
Traffic Signals

Mobilization	All Required	(17%)	$	45,152.00
Temporary Protection and Direction of Traffic	All Required	(17%)		14,539.08
Traffic Signal Installation, Complete	All Required			603,750.00
	Subtotal		$	663,441.08
	Engineering			72,929.92
	Engineering (Sig. Cont. Testing)			10,000.00
	Total		$	746,371.00

Length of Roadway - - - - - - - - - - - - - - -	1,733 mi.
Cost of Roadway Per Mile - - - - - - - - - - -	$1,480,968.26

Oregon State Highway Division
Salem, Oregon, November 29, 1979

Federal Aid Project
No. IX-9809(5)

Work Retained in Program Status
(Not included in amounts below)

Trash Receptacles	All Required	5,200.00
Asphalt Cement Adjustment	All Required	75,000.00
Ornamental Pole Removal (P.G.E.)	All Required	16,000.00
Work by Portland General Electric	All Required	24,000.00
Adj. Signals during Stage Const.	All Required	20,000.00
Furnish & Plant Trees (City)	All Required	29,900.00
Water for Establishment Period	All Required	200.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$2,617,888	$2,225,204	$392,684
Signing	83,292	70,798	12,494
Illumination	651,795	554,025	97,770
Traffic Signals	746,371	634,415	111,956
	$4,099,346	$3,484,442	$614,904
Reserve	900,654	765,558	135,096
Total	$5,000,000	$4,250,000	$750,000

Group 1 100%
Contract No. 9062
Prefix: 26-1905
Prefix: 26-1008

9062 2-18-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9809(5)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90225

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/18/82	FAU 9809	Primary 1E

10. GENERAL LOCATION:

NE Columbia Blvd. - NE Weidler Street (Unit #1)

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 2/18/82 I approve the revised Construction Costs to a TEC of $4,310,274 Federal Funds $3,663,730.

(Decrease TEC $25,494 Federal Funds $21,670)

RECEIVED
FEB 18 1982
DIRECTOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/18/82	J K Hoaurwas	for Division Administrator

FORM PR-1240 (Rev. 12-74) PREVIOUS EDITIONS MAY BE USED

9062

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

February 18, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90225
Project No. IX-9809(5)
N.E. Col. Blvd.-N.E. Weidler St. Sec., Unit 1
Multnomah County

I request approval of a program change releasing $21,670 of federal funds from the subject project to provide funds for project No. IX-9699(5). This action was requested by the City of Portland.

Enclosed are revised project agreement estimates and modification of project agreements for the subject project.

CL:bkc
Attachments

cc: R.N. Bothman
J. Rose
E. Mershon
G. Zehner
General Files

Form 734-3122

9062

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
12-21-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9809(5)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90225

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 12/21/81

8. FEDERAL ROUTE NUMBER: FAU 9809

9. STATE ROUTE NUMBER: Primary 1E

10. GENERAL LOCATION:

NE Columbia Blvd. - NE Weidler Street - Unit 1

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 12/14/81 I approve the revised Construction Costs to a TEC of $4,335,768 Federal Funds $3,685,400.

(Decrease TEC $25,000 Federal Funds $21,250)

(Note: Release of funds for IX-0000(42))

RECEIVED
STATE HWY ENGR
DEC 23 '81
REFER TO
FOR
ENG | ENVIR | R/D | [illegible] | SURV | FILE

14. DATE: 12/21/81

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Swan

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9062

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

December 14, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90225
Project No. IX-9809(5)
N.E. Col. Blvd.-N.E. Weidler St. Sec., Unit 1
Multnomah County

I request approval of a program change releasing $21,250 of federal funds from the subject project in order to provide sufficient funds to finance project No. IX-0000(42), which is being submitted under separate action.

Enclosed are revised project agreement estimates and modification of project agreements for the subject project.

CL:bkc
Attachments

cc: R.N. Bothman
J. Rose
E. Mershon
G. Zehner
General Files

Form 734-3122

9062

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-2-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9809(5)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Multnomah
	5. ITEM NO. 90225	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/1/81	FAU 9809	Primary 1E

10. GENERAL LOCATION:

NE Columbia Blvd. - NE Weidler Street (Unit #1) Section

11. GENERAL DESCRIPTION OF WORK

Furnish and place trash receptacles

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 10/1/81 as requested in Mr. Keasey's letter of 11/2/81 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 7 representing work performed by City of Portland forces is approved for a TEC of $3,900 Federal Funds $3,315.

RECEIVED
STATE HWY ENGR
DEC 9 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/2/81	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

90621

10-23-81

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9809(5)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90225

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/23/81

8. FEDERAL ROUTE NUMBER: FAU 9809

9. STATE ROUTE NUMBER: Primary 1E

10. GENERAL LOCATION:

NE Columbia - NE Weidler Unit #1

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER (Specify) Program change

13. REMARKS

As requested in Mr. Swan's letter of 10/23/81 I approve the revised Construction Costs to a TEC of $4,360,768 Federal Funds $3,706,650.

(Decrease TEC $64,821 Federal Funds $55,100)

RECEIVED
STATE HWY ENGR
NOV 4 '81
REFER TO
Meeting
FOR
Info | Invest | R/D | D/R | SE | Act | File

gwf 11-5

14. DATE: 10/23/81

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hansen

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-72) PREVIOUS EDITIONS MAY BE USED

9062

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

October 23, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90225
Project No. IX-9809(5)
N.E. Col. Blvd.-N.E. Weidler St. Sec., Unit 1
Multnomah County

I request approval of a program change releasing $55,100 of federal funds from the subject project in order to provide sufficient funds to finance the award of contract on Project No. IX-000C(22).

Enclosed are revised project agreement estimates and Modified Project Agreements for the subject project.

CL:bkc
Attachments

cc: R.N. Bothman
J. Rose
Judy Smith
Gary Zehner
General Files

Form 734-3122

Oregon State Highway Division
Salem, Oregon October 23, 1981

Federal Aid Project
No. IX-9809(5)

N.E. Columbia Blvd.-N.E. Weidler St. Section
Pacific Highway East in Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Sta. 78+80 to Sta. 170+30)

Subtotal on previous estimate of November 29, 1979			$2,327,011.80
Additional Approved Items			
Asphalt Cement Adjustment			
February 1980 Asphalt Price Adjustment	112.049 Ton	23.75	2,661.16
March 1980 Asphalt Price Adjustment	152.726 Ton	38.75	5,918.13
April 1980 Asphalt Price Adjustment	274.490 Ton	51.25	14,067.61
May 1980 Asphalt Price Adjustment	128.600 Ton	51.25	6,590.75
June 1980 Asphalt Price Adjustment	158.810 Ton	49.50	7,861.10
July 1980 Asphalt Price Adjustment	268.320 Ton	49.50	13,281.84
August 1980 Asphalt Price Adjustment	187.400 Ton	49.50	9,276.30
September 1980 Asphalt Price Adjustment	167.400 Ton	49.50	8,286.30
October 1980 Asphalt Price Adjustment	438.200 Ton	49.50	21,690.90
November 1980 Asphalt Price Adjustment	6.705 Ton	49.50	331.90
SFO 3 Furnish and Plant Trees		All Required	31,000.00
SFO 6 Water Establishment Period		All Required	200.00
			$ 121,165.99
		SUBTOTAL	$2,448,177.79
		Engineering	290,876.21
		TOTAL	$2,739,054.00

Type Code Y002
Signing

Total same as previous estimates of 11-29-79 & 8-3-81 $ 83,292.00

Type Code Y030
Illumination

Total same as previous estimates of 11-29-79 & 8-3-81 $ 651,795.00

Type Code Y031
Traffic Signals

Total same as previous estimates of 11-29-79 & 8-3-81 $ 746,371.00

Length of Roadway ---------- 1.733 miles
Cost of Roadway Per Mile -------$1,580,527.41

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$2,739,054.00	$2,328,195.00	$410,859.00
Signing	83,292.00	70,798.00	12,494.00
Illumination	651,795.00	554,025.00	97,770.00
Signals	746,371.00	634,415.00	111,956.00
SUBTOTAL	$4,220,512.00	$3,587,433.00	$633,079.00
Reserve	140,256.00	119,217.00	21,039.00
TOTAL	$4,360,768.00	$3,706,650.00	$654,118.00

Group 1 100%
Contract No. 9062
Prefix: 26-1008

9062

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
CON 5

TO: Warren Richards
Construction Office Manager

DATE: October 16, 1981

FROM: R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9062, Work Completed October 11, 1981

Project NE Columbia Blvd.-NE Weidler St. (Unit 1)

Highway Pacific East

County Multnomah

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date _____

Construction Office Manager

RDC:mk

cc: J. B. Boyd
Don Harwell
Hank Wakerlig
John Jenkins
Louis Olson
Leo King

9062

8-10-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9809(5)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Multnomah
	5. ITEM NO. 90225	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/10/81	FAU 9809	Primary 1E

10. GENERAL LOCATION:

NE Columbia - NE Weidler Section Unit #1

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER (Specify) Program change

13. REMARKS

As requested in Mr. Swan's letter of August 3, 1981 I approve the revised Construction Costs to a TEC of $4,425,589 Federal Funds $3,761,750.

(Decrease TEC $125,000 Federal Funds $106,250)

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO
FOR
Maint. | Traffic | R/D | D/R | Struc. | Mat. | Civil

orig to 8/11

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/10/81	S K Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9062

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

RECEIVED
STATE HWY ENGR
AUG 7'81
REFER TO
FOR
Info | Initial | R/D | D/R | Sign | Act | File

August 6, 1981

In Reply Refer to File No.

LEG 5-1

The Hon. Wally Priestley
Oregon State Representative
6226 N.E. 32nd Avenue
Portland, OR 97211

In Mr. Bothman's absence I have reviewed the situation facing Mr. Joe Hendon, operator of the Double J Tire Sales, 6841 N.E. Union Avenue, regarding the raised median in front of his business.

The process for this type of modification to the project has been established by the City of Portland. At least two major adjustments in the raised median have been accomplished using this process.

Basically, the process is to contact Mr. Thomas Kennedy with the Portland Development Commission, and indicate the need for this design modification. Mr. Kennedy has a long-standing interest in the project, having been associated with it since January 1978 when the City initiated the job. With Mr. Kennedy's assistance, the Union Avenue Boosters are contacted for their concurrence and the neighborhood groups, both Woodlawn and Piedmont, are contacted for their concurrence. The process supports a one-year development effort by residents and businesspeople to agree on an acceptable construction alternative for Union Avenue. Through this process, recognition is given to the reality of having to maintain credibility with both neighborhood and business groups. Once concurrence of these bodies is achieved, and the City of Portland approves, the adjustments can be made to provide additional left-turn access. The Portland City Council has approved the design plan, therefore City concurrence must be obtained before any modification can be constructed.

It is my understanding that Mr. Hendon, with help from Thomas Kennedy and the president of the Union Avenue Boosters, started the process but has not completed it. Apparently he has the Boosters' support and now needs to gain support of the two neighborhoods. It would seem the best way to accomplish the provision for left turns at his business would be for Mr. Hendon to re-establish contacts with Mr. Kennedy and the Boosters, and follow the outlined process.

August 6, 1981
LEG 5-1

Under the ground rules that were established, any modifications to the proposed construction could have been accomplished at no cost to the business, provided they were submitted before the median was constructed. Now that the median is constructed and landscaped, it will be Mr. Hendon's responsibility to modify the median at his expense. This work would have to be accomplished either under the existing contract by a price agreement, or, if approvals aren't obtained until after the contract is completed, under a permit process from the City and the State.

When the State receives approval of the left-turn provision from the City of Portland, we will contact Mr. Hendon to determine the best way to accomplish that work.

D. R. Adams
Project Development Manager

DRA:PE

xc: J. Hendon
R. N. Bothman

bxc: F. B. Klaboe

STATE OREGON REPRESENTATIVE WALL
H276 CAPITOL BLDG
SALEM OR 97310

western union Mailgram

26-1008
(Lobaugh)

4-046087S210 07/29/81 ICS IPMRNCZ CSP SEAB
5033788776 MGM TDRN SALEM OR 55 07-29 0233P EST

MA PDM PDE FFM SPC
ODOT-METRO

ROBERT N BOTHMAN
METROPOLITAN BRANCH OREGON STATE HIGHWAYS
5821 NORTHEAST GLISAN ST
PORTLAND OR 97213

AUG 03 1981

BM PAR PPC FILE T/A

MR JOE HENDON, 6841 NORTHEAST UNION AVENUE TELLS ME HIS TIRE SALES BUSINESS IS AND WILL BE DESTROYED WITHOUT PROVISION FOR LEFT TURN ACCESS.

PLEASE ADVISE ME AND HIM HOW THIS PROVISION MAY BE ACCOMPLISHED
STATE REPRESENTATIVE WALLY PRIESTLEY 378-8815

14133 EST

MGMCOMP MGM

Double J.

TO REPLY BY MAILGRAM, SEE REVERSE SIDE FOR WESTERN UNION'S TOLL - FREE PHONE NUMBERS

#9062

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

August 3, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90225
Project No. IX-9809(5)
N.E. Col. Blvd.-N.E. Weidler Sec., Unit 1
Multnomah County

I request approval of a program change releasing $106,250 of Federal funds from the subject project in order to finance the following:

PROJECT No.	SECTION	WORK	FEDERAL FUNDS	APPN CODE
IX-9326(7)	W. Burnside St. @ SW Tichner Dr.	ROW	$106,250	823

Copy #9403

Enclosed is "Revised Project Agreement Estimate" and "Modified Federal-Aid Project Agreements" for the subject project.

JLG:bkc
Enc.

cc: R.N. Bothman (Metro)
Judy Smith (Metro)
Jon Rose (Metro)
Ed Hardt (Metro)
Gary Zehner
General Files

Form 734-3182

9662

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-2-81

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

26-1905

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 9-16-77 — TO 8-27-80

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-9809(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 91,083.11	$ 91,083.11	85.80%	$ 78,149.31	$ 79,149.31	$ 0.00
222,429.34	221,205.59	85.80%	189,794.40	189,794.40	0.00
$313,512.45	$312,288.70	85.80%	$267,943.71	$267,943.71	$ 0.00

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE 7/2/81 — V.E. Skoog, Controller

PASSED FOR PAYMENT — BY — DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ST[illegible] VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

ADDRESS

(For use of Paying Office)

STATE

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM

☐ OTHER PROGRESS

FEDERAL AID PROJECT NO.

TO

☐ FINAL VOUCHER (*)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

FORM PR-20A
(Rev. 5-72)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. Columbia Blvd.-N.E. Water Section (Portland) Pacific Hwy. East to Multnomah County					
	Preliminary Engineering					
	Type Lump P.E.					
	Work by City of Portland	All	Required		$ 91,262.11	
	Work by Bureau of Water Works (Portland)	All	Required		771.79	
	State	All	Required		220,183.27	
	Total Participating Preliminary Engineering				$312,217.17	
	Misc. Project Cost					
	Audit Expense	All	Required		271.83	
	Total Participating Cost				$312,489.00	
	Nonparticipating Cost					
	P.E. (State)	All	Required		$ 1,223.78	
	Total Project Cost				$313,712.45	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/31/81.					

AMOUNT CARRIED FORWARD . .

	025	1979	926	00 P 1		.76CR	168.72		168.72
	025	1979	950	00 P 1			87.65		87.65
			TOT	P1		2,911.46	37,475.61		37,475.61
			TOT	N1			347.66		347.66
			** JOB TOTALS **			2,911.46 **	37,823.27 **		37,823.27 **
NE COLUMBIA-NE HEIDLER	CONT NO		* FA PROJ NOS XI	9309001 100					STATE
	026	1905	295	00 N 9	Tr. City				31,500.00
	026	1905	296	00 N 9	" St				221,294.40CR
	026	1905	298	00 N 9	" Fed				189,794.40
	026	1905	901	00 P 1	Proj. Mgr.				70,415.06
	026	1905	901	00 N 1	" "				822.65
	026	1905	902	00 P 1	Citizens Involve.				226.46
	026	1905	903	00 P 1	Pay Loc. Gov't				771.79
	026	1905	905	00 P 1	Fin. Des.				60,017.73
	026	1905	906	00 P 1	Br. Des.				15,339.40

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1985 — PAGE 804

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	026	1905	907	00	P 1	Pre. Des.		1,632.22
	026	1905	909	00	P 1	R/W Desc.		997.91
	026	1905	910	00	P 1	Reg. Gepl.		15,079.03
	026	1905	910	00	N 1	"		445.48
	026	1905	911	00	P 1	Tr. Sec.		11,595.62
	026	1905	912	00	P 1	Landscape Sec.		7,241.43
	026	1905	913	00	P 1	R/W Liais.		1,175.28
	026	1905	913	00	N 1	"		18.31
	026	1905	914	00	P 1	Reg. Ut. Liais.		2,612.03
	026	1905	915	00	P 1	Audit		271.53
	026	1905	916	00	P 1	Photogr.		12,232.11
	026	1905	920	00	P 1	Prog. Sec.		768.53
	026	1905	921	00	P 1	Specs		10,928.78
	026	1905	922	00	P 1	Adm. Serv.		233.87
	026	1905	923	00	P 1	Env. Sec.		1,788.10
	026	1905	950	00	P 1	Training		2,514.56
	026	1905	980	00	P 1	Public Hearing		4,363.60
			TOT	P1				221,205.59
			TOT	N1				1,286.64
			** JOB TOTALS **			**	**	222,492.23 **

BANFIELD LIGHT RAIL TRANSIT	CONT NO		* FA PROJ NOS XI	0323029 100 U	0323029	F 0323029	STATE
	026	1906	296	00 N 9			408,287.64CR
	026	1906	258	00 N 9			349,512.57
	026	1906	299	00 N 9			58,775.07
	026	1906	901	00 P 1			87,811.83
	026	1906	901	00 N 1			346.96
	026	1906	902	00 P 1			6,021.51

	025	1979	926	00	P 1	.76CR	168.72		168.72
	025	1979	950	00	P 1		87.65		87.65
			TOT	P1		2,911.46	37,475.61		37,475.61
			TOT	N1			347.66		347.66
			xx JOB TOTALS xx			2,911.46 xx	37,823.27	xx	37,823.27 xx

NE COLUMBIA-NE HEIDLER	CONT NO	x FA PROJ NOS XL 9809001 100						STATE
	026	1905	295	00	N 9	Tr. City	31,500.00	
	026	1905	296	00	N 9	" St	221,294.40CR	
	026	1905	298	00	N 9	" Fed	189,794.40	
	026	1905	901	00	P 1	Proj. Mgr.	70,415.06	
	026	1905	901	00	N 1	" "	822.65	
	026	1905	902	00	P 1	Citizens Involve.	226.46	
	026	1905	903	00	P 1	Pay Lo. Govt	771.79	
	026	1905	905	00	P 1	Fin. Des.	60,017.73	
	026	1905	906	00	P 1	Bri. Des.	15,339.40	

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	026	1905	907	00	P 1	Pre. Des.		1,632.77
	026	1905	909	00	P 1	R/W Desc.		997.91
	026	1905	910	00	P 1	Reg. Gepl.		15,029.03
	026	1905	910	00	N 1	"		445.48
	026	1905	911	00	P 1	Tr. Sec.		11,595.62
	026	1905	912	00	P 1	Landscape Sec.		7,741.13
	026	1905	913	00	P 1	R/W Liais.		1,175.28
	026	1905	913	00	N 1	"		18.51
	026	1905	914	00	P 1	Reg. Ut. Liais.		2,612.03
	026	1905	915	00	P 1	Audit		221.53
	026	1905	916	00	P 1	Photogr.		12,732.11
	026	1905	920	00	P 1	Prog. Sec.		768.53
	026	1905	921	00	P 1	Specs		10,928.78
	026	1905	922	00	P 1	Arm. Serv.		233.87
	026	1905	923	00	P 1	Env. Sec.		1,788.10
	026	1905	950	00	P 1	Training		2,514.56
	026	1905	980	00	P 1	Public Hearing		4,363.60
			TOT	P1				221,205.59
			TOT	N1				1,286.64
			xx JOB TOTALS xx			xx	xx	222,492.23 xx

BANFIELD LIGHT RAIL TRANSIT	CONT NO	x FA PROJ NOS XL 0323029 100 U 0323029 F 0323029				STATE
	026	1906	296	00	N 9	408,287.64CR
	026	1906	298	00	N 9	349,512.57
	026	1906	299	00	N 9	58,775.07
	026	1906	901	00	P 1	87,811.83
	026	1906	901	00	N 1	746.96
	026	1906	902	00	P 1	6,021.51

		426	1929	903	00 P 2			25,700.00	
				TOT	P1			3,155.74	
				TOT	P2			28,855.74CR	
				TOT	N9				
				** JOB TOTALS **		**	**	**	
									STATE
SE DIVISION-SE POWELL BLVD	CONT NO	X FA PROJ NOS XI 9891001 100							
		426	1930	598	00 N 9			44,349.79CR	
		426	1930	903	00 P 1			44,349.79	
				TOT	P1			44,349.79	
				TOT	N9			44,349.79CR	
				** JOB TOTALS **		**	**	**	
									STATE
NE COLUMBIA-NE HEIDLER	CONT NO	X FA PROJ NOS XI 9309001 100							
		426	1931	598	00 N 9			78,149.31CR	

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

DESCRIPTION	PREFIX	FUNCTION	SUB	F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	426	1931	903	00 P 1			78,149.31 Paid City
			TOT	P1			78,149.31
			TOT	N9			78,149.31CR
			** JOB TOTALS **		**	**	**
							STATE
SW 65TH-SW CAP TOL HWY	CONT NO	FA PROJ NOS XI 9228002 100					
	426	1932	598	00 N 9		119.09CR	31,257.79CR
	426	1932	903	00 P 1		119.09	31,257.79
			TOT	P1		119.09	31,257.79
			TOT	N9		119.09CR	31,257.79CR
			** JOB TOTALS **		**	**	**
							STATE
SE 7TH - SE 82ND	CONT NO	FA PROJ NOS XI 9800001 100					
	426	1933	598	00 N 9		1,245.97CR	21,853.38CR
	426	1933	903	00 P 1		1,245.97	21,853.38
			TOT	P1		1,245.97	21,853.38
			TOT	N9		1,245.97CR	21,853.38CR
			** JOB TOTALS **		**	**	**
							STATE
SE POWELL PARKING LOTS A&B	CONT NO	X FA PROJ NOS XI 0024004 100					
	426	1934	598	00 N 9			8,298.23CR
	426	1934	903	00 P 1			8,298.23
			TOT	P1			8,298.23
			TOT	N9			8,298.23CR
			** JOB TOTALS **		**	**	**

	426	1929	903	00 P 2				3,155.74	
			TOT	P1				25,700.00	
			TOT	P2				3,155.74	
			TOT	N9				28,855.74CR	
			** JOB TOTALS **		**		**		**
									STATE
SE DIVISION-SE POWELL BLVD	CONT NO		X FA PROJ NOS XI	9891001 100					
	426	1930	598	00 N 9				44,349.79CR	
	426	1930	903	00 P 1				44,349.79	
			TOT	P1				44,349.79	
			TOT	N9				44,349.79CR	
			** JOB TOTALS **		**		**		**
									STATE
NE COLUMBIA-NE WEIDLER	CONT NO		X FA PROJ NOS XI	9809001 100					
	426	1931	598	00 N 9				78,149.31CR	

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

DESCRIPTION	PREFIX	FUNCTION	SUB	F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	426	1931	903	00 P 1			78,149.31 Paid City
			TOT	P1			78,149.31
			TOT	N9			78,149.31CR
			** JOB TOTALS **		**	**	**
							STATE
SW 65TH-SW CAPITOL HWY	CONT NO		FA PROJ NOS XI	9228002 100			
	426	1932	598	00 N 9		119.09CR	31,257.79CR
	426	1932	903	00 P 1		119.09	31,257.79
			TOT	P1		119.09	31,257.79
			TOT	N9		119.09CR	31,257.79CR
			** JOB TOTALS **		**	**	**
							STATE
SE 7TH - SE 82ND	CONT NO		FA PROJ NOS XI	9800001 100			
	426	1933	598	00 N 9		1,245.97CR	21,853.38CR
	426	1933	903	00 P 1		1,245.97	21,853.38
			TOT	P1		1,245.97	21,853.38
			TOT	N9		1,245.97CR	21,853.38CR
			** JOB TOTALS **		**	**	**
							STATE
SE POWELL PARKING LOTS A&B	CONT NO		X FA PROJ NOS XI	0024004 100			
	426	1934	598	00 N 9			8,298.23CR
	426	1934	903	00 P 1			8,298.23
			TOT	P1			8,298.23
			TOT	N9			8,298.23CR
			** JOB TOTALS **		**	**	**

REPORT FMRP224-1

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 11/30/87

02 HIGHWAY DIVISION

C42361931-011 NE COLUMBIA-NE WEIDLER — EA TYPE : 03 CONSTRUCTION OF A NEW ROUTE
EA STATUS: 02 PROJECT IN LOCATION/PRELIMINARY ENG — RESP UNIT: 7144 LOCATION PROGRAM — TOTAL: GRAND

	BUDGET	CURRENT MONTH	TOTAL TO-DATE	PCT OF BUDGET	ENCUMBRANCE
EXPENDITURES					
PRIOR TO JULY 1, 1985 EXPENDITURES			78,149.31		
TOTAL EXPENDITURES			78,149.31		
REVENUES					
PRIOR TO JULY 1, 1985 REVENUES			78,149.31		
TOTAL REVENUES			78,149.31		

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 11/30/87

02 HIGHWAY DIVISION

C426T931-090 E COLUMBIA - NE WEIDLER EA TYPE : 03 CONSTRUCTION OF A NEW ROUTE
EA STATUS: 02 PROJECT IN LOCATION/PRELIMINARY ENG RESP UNIT: 7144 LOCATION PROGRAM TOTAL: GRAND

	BUDGET	CURRENT MONTH	TOTAL-TO-DATE	PCT OF BUDGET	ENCUMBRANCE
EXPENDITURES					
PRIOR TO JULY 1, 1985 EXPENDITURES			234,447.93-		
TOTAL EXPENDITURES			234,447.93-		

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 11/30/87

02 HIGHWAY DIVISION

C42[illegible]T931- NE COLUMBIA-NE WEIDLER EA TYPE : 03 CONSTRUCTION OF A NEW ROUTE TOTAL: GRAND
EA STATUS: 02 PROJECT IN LOCATION/PRELIMINARY ENG RESP UNIT: 7144 LOCATION PROGRAM

	BUDGET	CURRENT MONTH	TOTAL-TO-DATE	PCT OF BUDGET	ENCUMBRANCE
EXPENDITURES					
PRIOR TO JULY 1, 1985 EXPENDITURES			156,298.62-		
TOTAL EXPENDITURES			156,298.62-		
REVENUES					
PRIOR TO JULY 1, 1985 REVENUES			78,149.31		
TOTAL REVENUES			78,149.31		

#9062 6-10-81 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9809(5)
2. STATE PROJECT NO.: See below
3. FROM: Dale E. Wilken, Division Administrator, FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 90225
2A. COUNTY NAME: Multnomah
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/10/81
8. FEDERAL ROUTE NUMBER: Primary 1E
9. STATE ROUTE NUMBER: FAU 9809
10. GENERAL LOCATION: NE Columbia - NE Weidler Section Unit #1
11. GENERAL DESCRIPTION OF WORK: Program change
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [x] OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 6/10/81 I approve the revised Constuction Costs to a TEC of $4,550,589 Federal Funds $3,868,000.

(Decrease TEC $449,411 Federal Funds $382,000)

RECEIVED
STATE HWY ENGR
JUN 15 '81
REFER TO Mahrin
FOR
Init. | Inves. | R/D | D/R | Sign | Act | File

orig to 4/14

14. DATE: 6/10/81
15. SIGNATURE OF APPROVING OFFICIAL: D. K. Swan
16. TITLE: for Division Administrator

FORM FR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9062

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 10, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change

I request approval of a program change releasing funds from the projects tabulated below in order to fund projects: 1) IX-0000(38), Arterial Street (Portland) Overlay Project No. 2, and 2), IX-0000(39), Westside Corridor Arterials Section.

PROJECT NO.	SECTION	WORK	FEDERAL FUNDS	APPN CODE
IX-9300(4)	N.W. 26th - N.W. Glisan	PE	$ 73,500	772
IX-0000(8)	N.W. Thurman-S.W. Columbia	PE	10,725	772
IX-9926(6)	Basin-Going Interchange	R/W	33,890	823
IX-0000(27)	Arterial St. Light Conversion Prog.	CO	298,854	772
IX-9326(6)	Hollywood Dist. Trans. Proj.	PE	28,550	772
IX-9809(5)	N.E. Col. Blvd.-N.E. Weidler, Unit 1	CO	382,000	823
IX-9891(3)	S.E. Division - S.E. Powell	R/W	281,981	772
		TOTAL	$1,109,500	

Enclosed are "Revised Project Agreement Estimates" and "Modified Federal-Aid Project Agreements" for each of the tabulated projects as applicable.

JLG:pf
Enclosures

cc: R. N. Bothman, Metro
Judy Smith, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner
General Files

Form 734-3122

#9062

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-8-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9809(5)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Multnomah
	5. ITEM NO. 90225	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3/13/81	FAU 9809	Primary 1E

10. GENERAL LOCATION:

NE Columbia - NE Weidler Unit 1

11. GENERAL DESCRIPTION OF WORK

Furnish water during establishment period

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/13/81, as requested in Mr. Keasey's letter of 3/23/81 as being in the public interest for the use of City of Portland Water Bureau Forces to proceed with the above work. State Force Order No. 6 representing work performed is approved for TEC NTE $200 Federal Funds $170.

(No additional obligation of funds required.)

RECEIVED
STATE HWY ENGR
APR 10 '81
REFER TO

orig to
4-10-81

DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/8/81	G K Hoesner	for Division Administrator

PR-1240 (2-78) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9062 LETTER OF APPROVAL AND/OR AUTHORIZATION

11-17-80

FEDERAL AID PROJECT NO.
-9809(5)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

COUNTY NAME
Multnomah

ITEM NO.
90225

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO.
Maehring
FOR

11-21 ordig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7/13/79	10/31/80	FAU 9809	Primary 1 E

GENERAL LOCATION:
NE columbia - NE Weidler - Unit 1

GENERAL DESCRIPTION OF WORK:
Revised CFO #3 - Furnish and Plant Trees

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE:
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON [redacted]
[redacted] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10/31/80, as requested in Mr. Keasey's letter of 11/12/80 as being in the public interest for the use of City Forces to proceed with the above work. Revised State Force Order No. 3 representing work to be performed by the City of Portland is approved for TEC NTE $31,000 Federal Funds $26,350.

(Increase TEC $16,680 Federal Funds $14,188)(This authorization does not require additional obligation of funds for project)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11/17/80	G K Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-005

9062 5487

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
1[illegible]
NORMA PAULUS
SECRETARY OF STATE

November 12, 1980

IN REPLY REFER TO
FILE NO.:

CON 5
#9062

FILED
NOV 13 1980
NORMA PAULUS
SECRETARY OF STATE

Williams, Stark, Heifield,
Norville & Griffin, P.C.
Suite 775, Boise Cascade Building
1600 S.W. Fourth Avenue
Portland, OR 97201

Attention: Michael D. Williams

Gentlemen:

This letter acknowledges your letter dated October 31, 1980, in behalf of your client, General Electric Supply Company, a division of General Electric Company. Attached to the letter was a Notice of Claim against Northwest Trade Winds International, Inc., for electrical wire in the amount of $20,575.09 as of October 30, 1980, on our Contract No. 9062 with Cascade Construction Company, Inc., for work on Northeast Columbia Boulevard-Northeast Weidler Street (Unit 1) in Multnomah County.

We note that the Notice of Claim has been filed directly with the Secretary of State's office by your office. We will send copies to the surety and to the prime contractor.

I have signed and returned the extra copy of your letter as you requested.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gorman

Robert W. Gorman
COMMISSION SERVICES

RECEIVED
NOV 14 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RWG:dmc
Attachment

cc: Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Don Reger & Company
200 Market Building
Portland, OR 97201

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Noted on Card
11-14-80 dmc

bc: Secretary of State - Please advise your filing date and filing number of the attached claim on the enclosed copy of this letter.

WILLIAMS, STARK, HIEFIELD, NORVILLE & GRIFFIN, P. C.
ATTORNEYS AND COUNSELORS AT LAW
SUITE 775, BOISE CASCADE BUILDING
1600 S.W. FOURTH AVENUE
PORTLAND, OREGON 97201

TELEPHONE
(503) 222-9966

DAVID R. WILLIAMS
DONALD R. STARK
PRESTON C. HIEFIELD, JR.
OLIVER I. NORVILLE
JAMES E. GRIFFIN
MICHAEL D. WILLIAMS
FREDERIC E. CANN
LAWRENCE E. SHERRIS

October 31, 1980

IN REPLY PLEASE REFER TO
80-169 NO.

CERTIFIED MAIL
Return Receipt Requested

Oregon State Transportation Commission
121 Transportation Building
Salem, Oregon 97310

Re: Notice of Claim

Gentlemen:

Enclosed please find the Notice of Claim required by ORS 279.526 et. seq., relating to the electrical wire furnished by General Electric Supply Company, a division of General Electric Company, to Northwest Trade Winds International, Inc., on Contract No. 9062, N. E. Columbia Boulevard to N. E. Weidler Street, Unit 1, work on Pacific Highway East in Multnomah County, Oregon.

Please acknowledge receipt of this Notice by signing and returning the enclosed copy of this letter.

Very truly yours,

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

Michael D. Williams
MICHAEL D. WILLIAMS

MDW:clk

No. 512104

RECEIVED
NOV 3 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

Mr. Leon Simpson
Registered Agent
Northwest Trade Winds International, Inc.
1330 Bank of California Tower
707 S. W. Washington St.
Portland, Oregon 97204

Mr. Don W. McKinnon
Registered Agent
Tice Electric Company
2139 Belmont Street
Portland, Oregon 97214

The Travelers Indemnity Company
Surety Department
707 S. W. Washington St.
Portland, Oregon 97205

Cascade Construction Co.
P. O. Box 4267
Portland, Oregon 97205

Oregon State Transportation Commission
121 Transportation Building
Salem, Oregon 97310

Secretary of State
State Office Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that General Electric Supply Company, a division of General Electric Company, has a claim for electrical wire furnished to Northwest Trade Winds International, Inc. in the sum of $20,575.09 as of October 30, 1980, against the bond taken from Cascade Construction Co., as principal and The Travelers Indemnity Co., as surety, for the work on the project known as N. E. Columbia Boulevard to N. E. Weidler Street, Unit 1, work on Pacific Highway East in Multnomah County, Oregon, Contract Number 9062.

DATED this 31st day of October, 1980.

GENERAL ELECTRIC SUPPLY COMPANY,
a division of GENERAL ELECTRIC
COMPANY

BY: D. EMORY, District Manager

WILLIAMS, STARK, RIEFIELD,
and NORVILLE, P.C.

BY: Michael D. Williams
MICHAEL D. WILLIAMS

RECEIVED
NOV 3 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

90621

files

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

April 22, 1980

MISC. CONTRACTS and
AGREEMENTS No. 7311

Mr. George Yerkovich
City Auditor
Room 202 City Hall
PORTLAND OR 97204

Services Agreements
130, 136, 144

Dear Mr. Yerkovich:

Enclosed are two fully signed copies of the Letter of Agreement amending the Right of Way Services Agreements for the Union Avenue, Macadam Avenue, and Greeley to I-5 Projects with the City of Portland.

Under this amendment, the State will handle the entire condemnation proceedings, if any are required.

Yours truly,

Adele L. Egan
Right of Way Office Unit Supv.

AE
mp
Enc.

cc: Finance, w/c
Comm. Serv., w/orig.
Local Gov't Programs, w/c
Louis Grothaus, w/c
Title, w/c
Condemnation w/c

on May report approved by Boyd 4/22/80 for

9062

METROPOLITAN SERVICE DISTRICT

TIP PROJECT ADJUSTMENT

25-Mar-80

STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

REQUEST DATED 10-MAR-80

TRANSACTION #: 800325 2
PROJECT: PE/RESERVE ACCT-UNION AVENUE(OR99E)-WEIDLER TO COLUMBIA BLVD-#6
FUNDING: MT HOOD CATEGORY III-REGIONAL HIGHWAY IMPROVEMENTS
SPONSOR: CITY OF PORTLAND
FILE #.: 53260621
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

**********PREVIOUS STATUS**********				******NEW STATUS*******	
TOTAL	LESS OBLIGATION	UNOBLIGATED BALANCE	THIS TRANSACTION	UNOBLIGATED BALANCE	PROJECT TOTAL
PRELIMINARY ENGINEERING					
300,300	300,300	0	0	0	300,300
RIGHT OF WAY ACQUISITION					
126,758	147,900	-21,142	132,542	111,400	259,300
CONSTRUCTION					
5,301,131	4,250,000	1,051,131	-132,542	918,589	5,168,589
TOTAL					
5,728,189	4,698,200	1,029,989	0	1,029,989	5,728,189

[][][][][]
260*11* 300300*22* 58325*32* 3511375*10* 300300
20 147900*30* 4250000**** 0 1029989

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9062

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-21-80

FEDERAL AID PROJECT NO. 9809(5)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 90225

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

3/14/80
Orig

RECEIVED
STATE HWY ENG
MAR 14 '80
REFER TO
Moehring
FOR

Init.	Instr.	R/W	D/E	Sign	Acct.	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	1-21-80	FAU 9809	Primary 1E

GENERAL LOCATION:

NE Columbia - NE Weidler Sect. Unit #1

GENERAL DESCRIPTION OF WORK:

Furnish and Plant Trees by City Forces.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 1-21-80, as requested in Mr. Keasey's letter of 2-20-80 as being in the public interest for the use of the City Forces to proceed with the above work. Work as represented by State Force Order No. 3 is approved for TEC NTE $14,320 Federal Funds $12,172.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-29-80	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1972—731-812

IE

ROAD DESIGN SECTION

Chuck Lobaugh
Resident Engineer

February 26, 1980

DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Sign Shop Drawings
N.E. Columbia Blvd.-N.E. Weidler St. Section
Pacific Highway East
Multnomah County
Contract No. 9062

Attached find three sets of approved shop drawings for the Type "U" signs on the above named project.

One set should be retained by you for your field inspection purposes, one set forwarded to Don Weckerbarth's office for shop inspection of the signs and one set sent to Traffic Safety Supply Co. for fabrication of the signs.

MEB/db

Attachments

cc: C. T. Keasey
E. L. Hardt
M. G. Beard

Vorstrag
Anderson
Christenson
Olson
Sullivan
Terpin
Trout
Weberlig

RECEIVED
FEB 29 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Speed-Reply

TO OREGON STATE HIGHWAY DIV.
ROAD DESIGN (ROOM 222)
SALEM, OREGON 97310

FROM

TRAFFIC SAFETY SUPPLY CO.
2324 S.E. UMATILLA ST.
PORTLAND, OREGON 97202
(503) 236-9181

SUBJECT SHOP DRAWINGS

— FOLD

MESSAGE DATE 2-14-80 19

ATTN: BILL BEARD

ATTACHED ARE SHOP DRAWINGS FOR N.E. COLUMBIA-N.E. WEIDLER CONTRACT 9062. PLEASE CHECK AND RETURN AS AS POSSIBLE.

THANK YOU,

Board

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 15 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

SIGNED C. Janssen C JANSSEN

REPLY DATE 19

— FOLD

SIGNED

RETAIN WHITE COPY, RETURN PINK COPY

9062

2-1-80

2-1-80

COLUMBIA - WEIDLER

P.E. AUTHORIZED 9-16-77	TOT- 350,000 (249,000)	FF 300,300
R/W UNITS 2 & 3 AUTHORIZED 6-26-79	TOT ~~174,000~~	FF 147,900
LOW BID UNIT 1 N-15-79	TOT 4,299,010	FF 3,654,159
COST ESTIMATE (APRIL BID) UNIT 3	TOT 3,325,136	FF 2,826,366
*COST ESTIMATE (SEPT. BID) UNIT 2	TOT 902,822	FF 767,399
TOTAL	9,050,968	7,696,124
	YELLY TIP UPDATE	5,427,889
TIP		5,317,711
NEED FOR UNIT 3 & 2		$ 2,378,413
NEED FOR UNIT 3		$ 1,611,014

* ESTIMATE ON JANUARY 1980 SCHEDULE	$ 680,000
PLUS 20% ENGINEERING & CONTINGENCIES	136,000
PLUS INFLATION @16% ANNUAL $\frac{16}{12} \times 8$	86,822
TOTAL	902,822

2-1-80

Discussed w/ Max Klotz & told him it was urgent that we get additional funds authorized by MSD for Unit 3 since it is on schedule for April.

L

9062 2-1-80 9809 5

DOCUMENTATION OF ADDITIONAL FEDERAL FUNDING REQUIREMENT

Project Name: N.E. Columbia Blvd - N.E. Weidler (Union Ave.)
Jurisdiction: City of Portland Project
Type of Federal Funds: e(4) ✓ FAU _____ OTHER _____
State Match _____ Local Match ✓

MSD AUTHORIZATIONS FED. $

Resolution No.	PE	ROW	CONST.
T.I.P. 4/4/y report	#300,300	#259,304	#4,868,280

PREVIOUS COST ESTIMATE FEDERAL AND TOTAL $

Date	PE	ROW	CONST.
	Fed. _____ Total _____	Fed. _____ Total _____	Fed. _____ Total _____

CURRENT COST ESTIMATE FEDERAL AND TOTAL $

Date	PE	ROW	CONST.
2/1/80	Fed. #300,900 Total 350,000	Fed. #211,650 Total 249,000	Fed. 7,247,923 Total 8,526,968

ADDITIONAL FEDERAL FUNDS REQUIRED

PE	ROW	CONST.
—	+47,659 Need #2,331,984 ff	#2,379,643

BASIS FOR INCREASED COST ESTIMATE:

Approvals:

_____ _____
Project Development Manager Date

_____ _____
Metro Administrator Date

IX 9809

OREGON STATE HIGHWAY DIVISION

ADVANCE DEPOSIT TRANSFER TO HIGHWAY FUND

DATE: JANUARY 23, 1980

TRANSFER NO.: CC 2028

CODE	ACCT. NO.	INVOICE NO.	DEPOSITOR (& FAP NO.)	ADVANCE DEPOSIT PRIOR BAL.	ADVANCE DEPOSIT NEW BAL.	CREDIT DISTRIBUTION PREFIX	FCT	SUB FCT	DBU	P/N GRP	AMOUNT (ALL DRS. TO SUBS. LEDGER)
GLADSTC	242.100	2216	GLADSTONE, City of IX 9653 (2)+(4)	3,640 00	900 00	303-1094	295	00	000	9N	2,740 00
MULTNOC		2464	MULTNOMAH CO. IX 9822 (5)	137,130 00	35,000 00	326-1020	297	00	000	9N	102,130 00
NEWBERG		2002	NEWBERG, City of M 5885 (1)	1435 00	400 00	336-1960	295	00	000	9N	1,035 00
PENDLEC		2315	PENDLETON, City of BRM 3530 (1)	149,000 00	35,000 00	330-1065	295	00	000	9N	114,000 00
PORTLAC		1871	PORTLAND, City of IX 9809 (1)(4)+(5)	674,400 00	150,000 00	026-1008	295	00	000	9N	524,400 00
TUAFRD		2519	TUALATIN RURAL FIRE DIST. FOF 9-3(7)+IX 9-3(8)	37,700 00	10,000 00	037-1037	295	00	000	9N	29,700 00

PREPARED BY: Fred F. Hildebrandt

PM 734-1774 (4/79)

APPROVED:

ADVANCE DEPOSIT CHECK NO. _____

TO "OREGON STATE HIGHWAY DIVISION"

GRAND TOTAL 774,005.00

90682

1-23-80

Form 81-734-1382 (4/77)

9062

12-10-79

OREGON STATE HIGHWAY DIVISION

NOTIFICATION OF ADVANCE DEPOSITS

General Ledger Account 242.00

AD # 686

TO: FINANCE BRANCH - LEDGERS & REVENUE UNIT
ROOM 434 - TRANSPORTATION BUILDING
SALEM, OR 97310

ACCOUNTING USE ONLY	
Reference (1-11)	PORTLAC
Invoice No. (12-17)	1871
Date of Deposit (18-23)	12-10-79
Sort Key (24-26)	

Depositor ~~City of~~ Portland, City of (27-58)
705,900.00 Prior 61,100.00

Amount ~~$644,800.00~~ (59-67)
Current 644,800.00

Project Name or Purpose N.E. Columbia Blvd. ~~- N.E.~~ St. Weidler ~~Street - (Unit 1)~~ (18-49)

Contract No. 9762 (50-53)

Agreement No. 6286 (54-58)

Prefixes 26 - 1905 (59-65) 26 - 1008 (66-72)

26-2560 (73-79)

Federal Aid Project, Right of Way File, or Other ID No. IX-9809 ~~(5)~~ (1) (4) & (5) (18-37)

Section Responsible for Monitoring Project Region 1 (38-52)

Section Responsible for Billing Project Local Programs (53-67)

Billing Method (CHECK ONE ONLY):

1) Monthly ☐ 2) Upon Completion ☒

ACCOUNTING USE ONLY
3) Other ☐

Estimated Completion Date November, 1981 (69-74)

REMARKS: FHWA 85%, City 15% plus 100% of all Non-participating costs.

Region _____ District _____

Section Local Programs Submitted by Fred Hildebrandt Date 11-19-79
Fred Hildebrandt

Received in Accounting by _____ Date _____

#9062

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-30-79

FEDERAL AID PROJECT NO.
-9809(4)

STATE PROJECT NO.
See below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
90221

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

12-5 ctw

RECEIVED
STATE HWY ENGR
DEC 5 - '79
REFER TO
Traffic
FOR

Info	Invest	R&D	D/R	Swan	Att.	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	11-30-79	FAU 9809
		STATE ROUTE NUMBER: Primary 1E

GENERAL LOCATION:
Columbia Blvd - Weidler Street Section

GENERAL DESCRIPTION OF WORK:
Program change and right of way acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program change - see below
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-19-79 I approve the revised right of way costs to a TEC of $225,000 with Federal participation limited to $191,250.

Also, as requested you are now authorized to proceed with the actual acquisition of file Nos. 50658, 50659 & 50660. Federal participation is limited to that right of way actually incorporated in the final location.

(Increase TEC $51,000 - Federal Funds $43,350
Advice No. 823-10-0-01 dated 11-30-79)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-30-79	G. K. Hansen	for Division Administrator

FORM FR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—781-918

9062

November 19, 1979

City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204

Attn: John Lang
Highway Coordinator

Gentlemen:

On November 15, 1979 a satisfactory bid was received from Granado Construction Co., Inc., P.O. Box 4267, Portland, Oregon 97208 for construction on Columbia Blvd.-Killingsworth (Unit One) Section, PRJ 9062. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$3,877,382.00
Permanent Pavement Striping	$ 8,000.00
Temporary Pavement Striping	5,000.00
Narrow Pavement Marking (Rmkr. & Temp.)	4,000.00
Existing Fountains (City)	13,000.00
Trash Receptacles (City)	3,000.00
Asphalt Cement Adjustment	75,000.00
On the Job Trainees (6)	2,000.00
State Responsibility for Images	5,000.00
Signal Controller Testing (Engineering)	- - -
Commercial Pole Removal (PGE)	16,000.00
Adjust Utilities:	
Portland General Electric (Lighting Removal)	24,000.00
City of Portland - Water	45,000.00
Adjust Traffic Signals during Ramp Construction	20,000.00
Furnish and Plant Trees (by City)	17,000.00
Install Water Meters	1,650.00
Water for Establishment Period	300.00
4 1/2% Contingencies	171,960.30
PE Engineering	205,737.36
ESTIMATED TOTAL COST	$4,399,029.75

City's Advance Deposit:
15% of $4,289,029.75 = $644,851.47 or say $644,900.00

This project will be canceled upon receipt of your advance deposit, which should be in this office no later than December 7, 1979.

Please make your check for $644,900.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operations Programming Engineer

ORIGINAL SIGNED BY
D. E. SWAN

VWA:gf

bcc w/AD # 686: Jon Rose, Region 1 Federal Aid Engineer
Vern Skoog - Please return completed AD # 686 when check is received.

Form 81-734-1382 (4/77)

OREGON STATE HIGHWAY DIVISION

NOTIFICATION OF ADVANCE DEPOSITS

General Ledger Account 242.00

AD # 686

TO: FINANCE BRANCH - LEDGERS & REVENUE UNIT
ROOM 434 - TRANSPORTATION BUILDING
SALEM, OR 97310

ACCOUNTING USE ONLY	
Reference (1-11)	
Invoice No. (12-17)	
Date of Deposit (18-23)	
Sort Key (24-26)	

Depositor: City of Portland (27-58)

Amount: $644,800.00 (59-67)

Project Name or Purpose: N.E. Columbia Blvd.-N.E. Weidler Street (Unit 1) (18-49)

Contract No.: 9762 (50-53)

Agreement No.: 6286 (54-58)

Prefixes: 26 - 1905 (59-65) 26 - 1008 (66-72) (73-79)

Federal Aid Project, Right of Way File, or Other ID No.: IX-9809(5) (18-37)

Section Responsible for Monitoring Project: Region 1 (38-52)

Section Responsible for Billing Project: Local Programs (53-67)

Billing Method (CHECK ONE ONLY):

1) Monthly ☐ 2) Upon Completion ☒

ACCOUNTING USE ONLY
3) Other ☐

Estimated Completion Date: November, 1981 (69-74)

REMARKS: FHWA 85%, City 15% plus 100% of all Non-participating costs.

Region _____ District _____

Section Local Programs Submitted by Fred Hildebrandt Date 11-19-79
Fred Hildebrandt

Received in Accounting by _____ Date _____

-9062

2

HIGHWAY DIVISION - ODOT 378-6516

November 19, 1979

FILE

Col. Blvd. - Weidler

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
November 15, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened November 15 on the following puojects:

1. Long Butte Rock Production
   The Dalles-California Highway, Deschutes County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Seneca Rock Production
   John Day-Burns Highway, Grant County
   Aggregate Crushing

   Same as No. 1.

3. Basque Rock Production
   I.O.N. Highway, Malheur
   Aggregate Crushing

   Same as No. 1.

4. Antelope Rock Production
   Shaniko-Fossil Highway, Wasco County
   Aggregate Crushing

   Same as No. 1.

5. Fossil Rock Production
   Shaniko-Fossil Highway, Wheeler County
   Aggregate Crushing

   Same as No. 1.

6. Spray Rock Production
   Kinberly-Long Creek Highway, Wheeler & Grant Counties
   Aggregate Crushing

   Same as No. 1.

7. S.E. 82nd Drive at Oakfield Road (Gladstone)
Clackamas County
Traffic Signals

Same as No. 1.

8. Spring Creek Hill
The Dalles-California Highway, Klamath County
Grading and Overlay
Fallout area construction

Same as No. 1.

9. Zigzag River-Ski Bowl Frontage Road
Mt. Hood Highway, Clackamas County
Grading and Paving

Four to ten-foot shoulders provided four-foot shoulders to be striped and signed as a Narrow Bikeway and remaining shoulders to be striped and signed as a standard Class III Bikeway.

10. Bunker Hill-Davis Slough
Oregon Coast Highway, Coos County
Coquille-Glen Aiken Creek
Coos Bay-Roseburg Highway, Coos County
Paving
Overlay

Same as No. 1.

11. Little Butte Creek Bridge
Crater Lake Highway, Jackson County
Structure

Structure and approaches. Six-foot Class III Bikeways to be provided.

12. Ironside-Brogan Hill
John Day Highway, Malheur County
Paving

Overlay and widening. Twelve-foot lanes with four-foot shoulders provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

13. N. Tigard Interchange-S.W. Beef Bend Road
Pacific Highway West, Multnomah and Washington Counties
Traffic Signals

Curb cuts being constructed throughout the project to accommodate bicycle and pedestrian traffic.

14. Maupin-Sherman Highway Junction
The Dalles-California Highway, Wasco County
Paving
Overlay, two to four-foot shoulders provided

Same as No. 1.

15. Junction City-Airport Road
Pacific Highway West, Lane County
Grading and Paving

Six to ten-foot shoulder on multiple lane highway provided; will be designated at a later date as bike lanes when a connector can be made. Eight-inch "fog" lines now.

16. Project set back to later letting date

17. N.E. Columbia Blvd.-N.E. Weidler Street (Unit 1)
Pacific Highway East, Multnomah County
Grading, Paving and Signals

Existing sidewalks, where removed, to be replaced in kind. Curb ramps to be installed to accommodate bicycle and pedestrian traffic.

18. Airport Way Interchange
East Portland Freeway, Multnomah County
Grading and Structures
Class I Bikeway to be constructed on this project.

DPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9062

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

PROJECT NO.: #17 - MULTNOMAH COUNTY

NE COLUMBIA BLVD.-NE WEIDLER ST. (UNIT 1)
SECTION PACIFIC HIGHWAY EAST IN NE
PORTLAND

OWNER: STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION

DATE: NOVEMBER 15, 1979

3,187,151

Cascade Const. 3,577,502

3,768,633.80

Kiewit 3,780,093

Hatch 3,793,605

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Mobilization	1			
	L.S.	Traffic Temporary Protection and Direction of	2			
352	S.F.	Temporary Signs	3			
22	Each	Temporary Plastic Safety Markers	4			
15	Each	Temporary Barricades	5			
1	Each	Sequential Arrow Signs	6			
5,000	Hrs.	Flagmen	7			
		ROADWORK				
	L.S.	Removal of Structures and Obstructions	8			
4,100	C.Y.	Embankment in Place	9			
2,920	C.Y.	Trench Excavation	10			
1,500	C.Y.	Special Backfill Material	11			
	L.S.	Finishing Roadbed and Slopes	12			
1,580	C.Y.	Furnishing and Placing Topsoil	13			
50	M-Gal.	Watering	14			
1,400	Ton	Aggregate Base	15			
930	Ton	Bondbreaking Sand	16			
60,800	S.Y.	Lime Treated Subgrade	17			
685	Ton	Lime for Treated Subgrade	18			

MULTNOMAH COUNTY

PROJECT NO.: #17 - NE COLUMBIA BLVD.-NE WEIDLER ST. (UNIT 1) SECTION, ETC. PAGE: 2 of 3

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
31,500	Ton Class "B" Asphalt Concrete Mixture	19			
2,050	Ton Asphalt Cement in Mixture	20			
10	Ton Asphalt in Tack Coat	21			
70	S.Y. Shelter Foundations	22			
9	Each Shelters Furnishing and Installing Passenger	23			
4	Each Relocating Existing Passenger Shelters	24			
1,890	L.F. 8-inch Sewer Pipe	25			
270	L.F. 10-inch Sewer Pipe	26			
304	L.F. 12-inch Sewer Pipe	27			
9	Each Concrete Manholes	28			
5	Each Special Manholes	29			
5	Each Concrete Sumps	30			
54	Each Concrete Inlets, Type G-1	31			
366	L.F. 8-inch Drain Pipe	32			
410	S.Y. Fiber Filter	33			
65	C.Y. Gravel in Drains	34			
1,780	S.Y. Concrete Walks	35			
94	Each Sidewalk Ramps	36			
3,220	S.Y. Concrete Driveways	37			
570	C.Y. Concrete Curbs	38			
10	C.Y. Concrete Islands	39			
55	Each Extra for Asphalt Approaches	40			
50	Each Adjusting Manholes	41			
1	Each Reconstructing Concrete Manholes	42			
9	Each Adjusting Inlets	43			
2	Each Revising Sidewalk Openings	44			
3	Each Closing Sidewalk Openings	45			
9,000	Each Furnishing and Planting Vines	46			

PRINTED IN U.S.A.

MULTNOMAH COUNTY

PROJECT NO.: #17 - NE COLUMBIA BLVD.-NE WEIDLER ST. (UNIT 1) SECTION, ETC.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
225	C.Y. Soil Conditioner	47			
30	Unit Bark Mulch	48			
	L.S. Irrigation System	49			
	SIGNING L.S. Removal of Existing Sign Installations	50			
	L.S. Sign Support Footings	51			
	L.S. Special Pipe Sign Supports	52			
83	S.F. Type "C" Signs in Place	53			
36	S.F. Type "H" Signs in Place	54			
243	S.F. Type "I" Signs in Place	55			
33	S.F. Type "U" and "V" Signs in Place	56			
7	S.F. Type "EE" Signs in Place	57			
	L.S. Supports Move and Reinstall Existing Signs and	58			
	ILLUMINATION L.S. Removal of Existing Illumination	59			
	L.S. Pole Foundations	60			
	L.S. Roadway Lighting Poles and Bracket Arms	61			
	L.S. Luminaries and Ballasts	62			
	L.S. Switching, Conduit, Wiring, Lamps, Etc.	63			
	TRAFFIC SIGNALS L.S. Traffic Signal Installation, Complete	64			

9C62

N.E. COLUMBIA BLVD.-N.E. WEIDLER ST. (UNIT 1)

PACIFIC HIGHWAY EAST

MULTNOMAH COUNTY

FAP No. IX-9809(5)
Grading, Paving, Signing, Illumination and Signals

Bids Received November 15, 1979

1.	Mobilization	Lump Sum	All	Lump Sum	$ 264,000.00
2.	Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	160,000.00
3.	Temporary Signs	Sq.Ft.	352	$ 6.00	2,112.00
4.	Temporary Plastic Safety Markers	Each	22	80.00	1,760.00
5.	Temporary Barricades	Each	15	125.00	1,875.00
6.	Sequential Arrow Signs	Each	1	3,000.00	3,000.00
7.	Flagmen	Hour	5,000	22.00	110,000.00
	ROADWORK				
8.	Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	350,000.00
9.	Embankment in Place	Cu.Yd.	4,100	14.00	57,400.00
10.	Trench Excavation	Cu.Yd.	2,920	12.00	35,040.00
11.	Special Backfill Material	Cu.Yd.	1,500	11.00	16,500.00
12.	Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	30,000.00
13.	Furnishing and Placing Topsoil	Cu.Yd.	1,580	12.00	18,960.00
14.	Watering	M-Gal.	50	10.00	500.00
15.	Aggregate Base	Ton	1,400	10.00	14,000.00
16.	Bondbreaking Sand	Ton	930	20.00	18,600.00
17.	Lime Treated Subgrade	Sq.Yd.	60,800	1.50	91,200.00
18.	Lime for Treated Subgrade	Ton	685	75.00	51,375.00
19.	Class "B" Asphalt Concrete Mixture	Ton	31,500	15.00	472,500.00
20.	Asphalt Cement in Mixture	Ton	2,050	105.00	215,250.00
21.	Asphalt in Tack Coat	Ton	10	300.00	3,000.00
22.	Shelter Foundations	Sq.Yd.	70	55.00	3,850.00
23.	Furnishing and Installing Passenger Shelters	Each	9	3,500.00	31,500.00
24.	Relocating Existing Passenger Shelters	Each	4	350.00	1,400.00

25.	8-inch Sewer Pipe	Lin.Ft.	1,890	$ 11.00	$ 20,790.00
26.	10-inch Sewer Pipe	Lin.Ft.	270	12.00	3,240.00
27.	12-inch Sewer Pipe	Lin.Ft.	304	15.00	4,560.00
28.	Concrete Manholes	Each	9	2,500.00	22,500.00
29.	Special Manholes	Each	5	2,500.00	12,500.00
30.	Concrete Sumps	Each	5	5,000.00	25,000.00
31.	Concrete Inlets, Type G-1	Each	54	450.00	24,300.00
32.	8-inch Drain Pipe	Lin.Ft.	366	9.00	3,294.00
33.	Fiber Filter	Sq.Yd.	410	2.50	1,025.00
34.	Gravel in Drains	Cu.Yd.	65	15.00	975.00
35.	Concrete Walks	Sq.Yd.	1,780	13.50	24,030.00
36.	Sidewalk Ramps	Each	94	200.00	18,800.00
37.	Concrete Driveways	Sq.Yd.	3,220	20.00	64,400.00
38.	Concrete Curbs	Cu.Yd.	570	120.00	68,400.00
39.	Concrete Islands	Cu.Yd.	10	150.00	1,500.00
40.	Extra for Asphalt Approaches	Each	55	250.00	13,750.00
41.	Adjusting Manholes	Each	50	200.00	10,000.00
42.	Reconstructing Concrete Manholes	Each	1	750.00	750.00
43.	Adjusting Inlets	Each	9	250.00	2,250.00
44.	Revising Sidewalk Openings	Each	2	2,650.00	5,300.00
45.	Closing Sidewalk Openings	Each	3	1,200.00	3,600.00
46.	Furnishing and Planting Vines	Each	9,000	0.60	5,400.00
47.	Soil Conditioner	Cu.Yd.	225	9.00	2,025.00
48.	Bark Mulch	Unit	30	70.00	2,100.00
49.	Irrigation System	Lump Sum	All	Lump Sum	18,100.00
	SIGNING				
50.	Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	5,000.00
51.	Sign Support Footings	Lump Sum	All	Lump Sum	14,200.00
52.	Special Pipe Sign Supports	Lump Sum	All	Lump Sum	21,700.00
53.	Type "C" Signs In Place	Sq.Ft.	83	9.00	747.00
54.	Type "H" Signs In Place	Sq.Ft.	36	10.00	360.00
55.	Type "T" Signs In Place	Sq.Ft.	243	9.00	2,187.00
56.	Type "U" and "V" Signs In Place	Sq.Ft.	33	14.00	462.00
57.	Type "EE" Signs In Place	Sq.Ft.	7	12.00	84.00

58.	Move and Reinstall Existing Signs and Supports	Lump Sum	All	Lump Sum	$	5,000.00
	ILLUMINATION					
59.	Removal of Existing Illumination	Lump Sum	All	Lump Sum		27,000.00
60.	Pole Foundations	Lump Sum	All	Lump Sum		61,000.00
61.	Roadway Lighting Poles and Bracket Arms	Lump Sum	All	Lump Sum		117,000.00
62.	Luminaires and Ballasts	Lump Sum	All	Lump Sum		8,000.00
63.	Switching, Conduit, Wiring, Lamps, Etc.	Lump Sum	All	Lump Sum		140,000.00
	TRAFFIC SIGNALS					
64.	Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum		472,000.00
				For Comparison of Bids		$3,187,151.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$3,187,151.00	3,577,502
Anticipated Additional Items:			
Permanent Pavement Striping	$ 8,000.00		8,000 -
Temporary Pavement Striping	5,000.00		5,000 -
Remove Pavement Striping (Exist. & Temp.)	4,500.00		4,500 -
Drinking Fountains (City)	13,500.00		
Trash Receptacles (City)	5,200.00		
Asphalt Cement Adjustment	75,000.00		75,000 -
On the Job Trainees (4)	3,200.00		3200 -
State Responsibility for Damages	5,000.00		5,000 -
Signal Controller Testing (Engineering)	10,000.00		
Ornamental Pole Removal (PGE)	16,000.00		16,000 -
Adjust Utilities:			
Portland General Electric (Lighting Removal)	24,000.00		24,000 -
City of Portland - Water	45,000.00		45,000 -
Adjust Traffic Signals during Stage Construction	20,000.00		20,000 -
Furnish and Plant Trees (by City)	17,600.00		
Install Water Meters	1,650.00		1650 = 220
Water for Establishment Period	200.00		
		253,850.00	243,840 -
		$3,441,001.00	3,821,342 -
Contingencies (4-1/2%)		154,845.05	171,960.39
Engineering (8%)		275,280.08	305,707.36
Estimated Net Authorization, Construction		$3,871,126.13	4,299,009.75

644,851 47

Form E 312X (REV. 8-72) OREGON STATE HIGHWAY DIVISION

9062 (9762) JOB NUMBER 17

Summary of Bids Received and Construction Authorization

Project NE COLUMBIA BLVD-NE WEIDLER ST (UNIT 1) F.A. Project No. IX 809005

Highway PACIFIC HIGHWAY EAST Engineer's Estimate 3187,151.00

County MULTNOMAH Date Bids Received 11/15/79

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	CASCADE CONSTRN CO, INC PORTLAND OR 97208	3,577,502.00
02	K F JACOBSEN & CO, INC PORTLAND OR 97202	3,768,633.80
03	PETER KIEWIT SONS CO VANCOUVER WA 98663	3,780,093.00
04	R A HATCH CO BEND OR 97701	3,793,605.00

12.2% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount ..... $ 3,577,502.00

Additional anticipated items:

PERMANENT PAVEMENT STRIPNG	8,000.00
TEMPORARY PAVEMENT STRIPNG	5,000.00
REMV PVMT STRIP(EAST&TEMP)	4,500.00
DRINKING FOUNTAINS (CITY)	13,500.00
TRASH RECEPTACLES (CITY)	5,200.00
ASPHALT CEMENT ADJUSTMENT	75,000.00
ON THE JOB TRAINEES (4)	3,200.00
CR RESPONSIBILITY DAMAGES	5,000.00

ENGINEER'S RECOMMENDATION

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	CASCADE CONSTRN CO, INC PORTLAND OR 97208	3,577,502.00
02	K F JACOBSEN & CO, INC PORTLAND OR 97202	3,768,633.80
03	PETER KIEWIT SONS CO VANCOUVER WA 98663	3,780,093.00
04	R A HATCH CO BEND OR 97701	3,793,605.00

12.2% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 3,577,502.00

Additional anticipated items:

PERMANENT PAVEMENT STRIPNG	8,000.00
TEMPORARY PAVEMENT STRIPNG	5,000.00
REMV PVMT STRIP(EAST&TEMP)	4,500.00
DRINKING FOUNTAINS (CITY)	13,500.00
TRASH RECEPTACLES (CITY)	5,200.00
ASPHALT CEMENT ADJUSTMENT	75,000.00
ON THE JOB TRAINEES (4)	3,200.00
ST RESPONSIBILITY DAMAGES	5,000.00
SGNL CONTRLLR TESTG (ENGR)	10,000.00

Subtotal . . . . . $

Contingencies and engineering . . . . . .

Subtotal . . . . . $

Credit for maintenance rock . . . . . .

Net construction authorization . . . . . $

ENGINEER'S RECOMMENDATION

Deputy State Highway Engr.

State Highway Engr.

Regional Engineer, B D

Form E 31.2X (REV. 8-72) OREGON STATE HIGHWAY DIVISION JOB NUMBER 17

Summary of Bids Received and Construction Authorization

Project NE COLUMBIA BLVD-NE WEIDLER ST (UNIT 1)

Highway PACIFIC HIGHWAY EAST

County MULTNOMAH

F.A. Project No. IX 809005

Engineer's Estimate 3187,151.00

Date Bids Received 11/15/79

NAME AND ADDRESS OF BIDDER	AMOUNT OF BID

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ _____

Additional anticipated items:

ORNAMENTAL POLE REMVL (PGE)	16.000.00
ADJUST UTILITIES	.00
PGE (LIGHTING REMOVAL)	24.000.00
CITY OF PORTLAND-WATER	45,000.00
ADJ TRAF SGNLS DURNG CONST	20.000.00
FURNISH & PLANT TREES(CITY	17,600.00
	1,650.00

ENGINEER'S RECOMMENDATION

NAME AND ADDRESS OF BIDDER

CONSTRUCTION AUTHORIZATION

Contract amount	$	
Additional anticipated items:		
ORNAMENTAL POLE REMVL (PGE)		15,000.00
ADJUST UTILITIES		.00
PGE (LIGHTING REMOVAL)		24,000.00
CITY OF PORTLAND-WATER		45,000.00
ADJ TRAF SGNLS DURNG CONST		20,000.00
FURNISH & PLANT TREES(CITY		17,600.00
INSTALL WATER METERS		1,650.00
WATER FOR ESTABLISH PERIOD		200.00
Subtotal	$	3,831,352.00
4½% Contingencies and engineering		172,410.84
		306,508.16
8% Subtotal	$	4,310,271.00
Credit for maintenance rock		.00
Net construction authorization	$	4,310,271.00

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, B.P.R.

7062 ~ ~ Portland

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 7, 1979

In Reply Refer to File No.: PLA 16-1

Vercteeg
Anderson
Christ...
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 8 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Mr. Ron Highee, Manager
Engineering Services
Tri-Met
4021 SE 17th Avenue
Portland, OR 97202

Dear Ron:

The shelter drawings and specifications we discussed last Wednesday are enclosed. The Department needs your confirmation that these are what Tri-Met wants for the Union Avenue project. We understood the city would provide you with their structural requirements for the pads. Please send your confirmation to H. M. Fillmore, Resident Engineer in charge of the project construction, who is responsible for making contract changes. Please send a copy to Chuck Pietrok, Project Coordinator and Bob Gettis, Final Design Unit.

I mentioned to Chuck Pietrok your desire to have the same, all new shelters for Union Avenue, rather than mix the old and new designs. He was concerned whether or not the number of shelters could be increased under the federal requirements. Probably the best way questions about the number of shelters and locations can be resolved is to meet with Mr. Fillmore and Chuck.

Also enclosed is a copy of the bid of The Modular Group to supply shelters to the state and a copy of a letter requesting clarification of some points. In a telephone conversation with Dave Henshaw, he stated that the 8' 6" x 4' 6" (+) shelter would be available under this price agreement too. This may provide another way to buy shelters for the Union Avenue project.

If you have any questions, please do not hesitate to call.

Sincerely,

Herb Riley
Transportation Planner

REFERRED TO
Beard, Stoudenmeyer, Cole WEG, Sample, Erikson, Watson, Hager, Dorn, Lau
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Enclosures
cc: Ralph Calkin
H. M. Fillmore
Bob Gettis
Dave Henshaw, Chuck Lobaugh, Chuck Pietrok, Gene Williamson

Form 736-3122

1062

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

November 2, 1979

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: UNIT 1 OF UNION AVENUE RECONSTRUCTION PRE-BID MEETING

TO: CARROLL KEASEY
Asst. State Hwy. Engineer

On Wednesday, October 31, from 2 to 4 p.m. a pre-bid meeting was held for the Union Avenue reconstruction project in the Portland Development Commission's office at 4008 NE Union Avenue. About 45 to 50 people were present including 10 to 12 Minority Business Enterprise representatives and 7 or 8 representatives from prime contractors. The purpose of the meeting was to acquaint the minority contractors with different phases of the work in order to encourage them to become subcontractors. The secondary purpose was to introduce the prime contractors to the potential MBEs.

Resident Engineer Mort Fillmore explained the project to those present and presented them with a list of portions of the work that might be subcontracted. After this Gary Inloes spent an hour or so fielding questions from the MBEs about affirmitive action etc. My purpose in writing is to let you know that I think that Gary did an excellent job under very adverse conditions handling this meeting. There were several people present who were very negative about the Highway Division's past performance with respect to minorities and were trying to give Gary a bad time. He stood up well to this kind of abuse and kept the tone of the meeting on a positive note. His performance was a credit to the Highway Division and should go a long way towards insuring that the project is accepted by the neighborhood.

ELH/gw

cc: F. B. Klaboe
H. S. Coulter
Mort Fillmore
Gary Inloes

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
NOV 5 '79
REFER TO
FOR

9062 10-23-79

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9809(5)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM NO.

ITEM NO. 90225

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 24 '79
RETURN TO
Klamkowski
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	10-23-79	FAU-9809	Primary 1E

GENERAL LOCATION:
N.E. Columbia-N.E. Weidler Section Unit #1

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Perm. & Temp. Pavement Striping - (SF) $13,000
Remove Striping (SF) 4,500
On the Job Training 3,200

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's October 18, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $5,000,000 - Federal Funds $4,250,000.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-23-79	G. K. Hoesmen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-915

Form 81.734

9062

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

FROM: FINAL DESIGN

SUBJECT: Project Name Change

TO: MEMO TO THE FILES

It has been necessary to change the name of this project

FROM N.E. Columbia Blvd. - N.E. Weidler, Unit 1 Sec.

TO N.E. Killingsworth St. - N.E. Tillamook St. (Portland) Sec.

Pacific Highway East
Multnomah County

Note: This Is Unit 1 Of
N.E. Columbia Blvd. - N.E. Weidler Sec.

cc: Region
Environment
Project Management
Structures
Right-of-Way
Engineering
Traffic
Location

Vorstaag
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 11 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ___/___/___
Action

9062

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 16, 1979

Salem, OR 97310

FILE: IX 7809

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Cultural Resources Clearance

TO: D.H. Moehring
Program Management Engineer
Project Management Section

The following projects have been cleared for effect on cultural resources as per FHPM 7-7-2. The below listed projects are, therefore, clear for PS&E approval and contract letting.

1. Airport Interchange, Multnomah County.
2. Mt. Hood Hwy @ Map Corner, Clackamas County.
3. NE Columbia Bend-NE Weidler, Unit 1, Multnomah County.
4. West Approach, Sellwood Bridge, Multnomah County.
5. Columbia Bend, Traffic Signals, Multnomah County.
6. N Basin Ave/N Going St., Multnomah County.
7. Nyberg Creek Bridge (Tualatin), Washington County.
8. SE 82nd Dr. @ Oatfield Rd. (Gladstone), Clackamas County.
9. SE 132nd Ave-SE 142nd Ave., Clackamas County.
10. Multnomah County Public Works Facility, Multnomah County.
11. N Tigard Interchange-SW Beef Bend Rd., Washington County.
12. Haysville Interchange-Battle Creek, Marion County.
13. N Jefferson Interchange-N Albany Interchange, Linn County.
14. Junction City-Airport Rd., Lane County.
15. Little Butte Creek Bridge, Jackson County.
16. Coquille-Glen Aiken Creek & Bunker Hill-Doris Slough, Coos County.
17. Florence-Eugene Hwy @ MP 5.7, Lane County.
18. Maupin-Sherman Hwy, Wasco County.
19. Spring Creek Hill Section, Klamath County.
20. Long Butte Rock Production, Deschutes County.

21. Fossil Rock Production, Wheeler County.
22. Antelope Rock Production, Wasco County.
23. Ironside-Brogan Hill, Malheur County.
24. Spray Rock Production, Wheeler County.
25. Seneca Rock Production, Grant County.
26. Basque Rock Production, Malheur County.

GAP:ct

cc: Don Trout
Don Keyes
Ben Gifford
Buss Sevan
Herold Reynoldson
Pieter Dykman

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9062

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-16-79

FEDERAL AID PROJECT NO.: IX-9809(5)

STATE PROJECT NO.: See below

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90225

COUNTY NAME: Multnomah

PROGRAM STAGE (Check)

RECEIVED
STATE HWY ENGR
OCT 18 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	10-16-79	FAU 9809	Primary 1E

GENERAL LOCATION:
N.E. Columbia Blvd. - N.E. Weidler Section Unit #1

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) Utility Adjustment City of Portland Bureau of Water Works
- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 9, 1979, you are now authorized to proceed with the actual adjustments by the City of Portland, Bureau of Water Works, for the adjustment of drinking fountains at a TEC of $12,856 with Federal participation limited to $10,927. I approve the agreement with the City of Portland, Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-Aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-16-79	G K Hass	for Division Administrator

FORM FR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—781-018

9062

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-15-79

FEDERAL AID PROJECT NO.: I-[illegible]809 (5)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM NO.:

ITEM NO.: 90225

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

10-24
Orig

RECEIVED
STATE HWY ENGR
OCT 24 '79
REFER TO
Moehring
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	10-15-79	FAU 9809	Primary 1E

GENERAL LOCATION:
NE Columbia Blvd. NE Weidler Sect. Unit #1
Union Ave.

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment
City of Portland
Bureau of Water Works

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-9-79 you are authorized to proceed with the actual adjustments of the City of Portland Bureau of Water Works Water facilities relocation. Reimbursement will be on an actual cost basis not to exceed $32,806 with Federal participation limited to $27,885.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-Aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-15-79	G. K. Hanson	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—771-[illegible]

1062

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

October 9, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Drinking Fountain Installation
Bureau of Water Works
City of Portland
NE Columbia Blvd.-NE Weidler St.
(Unit I) Section
Pacific Highway East (Union Avenue)
Multnomah County
Project No. IX-9809 (5)

Dear Mr. Green:

Here is a copy of an estimate of cost from the Bureau of Water Works dated August 22, 1979, for the installation of drinking fountains on the subject project.

The installation of drinking fountains is an anticipated item included in the project authorization as part of the highway improvement.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work is requested. Estimated cost to the State is $12,856.

Yours truly,

D. E. Swan
Operation Programming Engineer

JMC:mm

cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

RECEIVED
TECHNICAL SERVICES
OCT 10 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Lgsn | Act | File

1042

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

October 9, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97310

Water Facilities Relocation
Bureau of Water Works
City of Portland
NE Columbia Blvd.-NE Weidler St.
(Unit I) Section
Pacific Highway East (Union Avenue)
Multnomah County
Project No. IX-9809(5)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Bureau of Water Work's facilities dated August 22, 1979, and a sketch map showing their proposed relocation.

A certification prepared by Gary Kennen as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Bureau was advised of the project during the design stage and requested to work out their conflicts and relocation plan at the same time. The relocation agreement will, therefore, consist of verbal notification of the project, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the City owned facilities occupy city street rignt of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves multiple crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

RECEIVED
TECHNICAL SERVICES
OCT 10 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $32,806.

Yours truly,

D. E. Swan
Operation Programming Engineer

JMC:mm

Enc.

bc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

9067

U. S. DEPARTMENT OF TRANSPORTAT[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-25-79

F[illegible]RAL AID PROJECT NO. IX-9809(5)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90225

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79

REFER TO
10-16 orig Moehring

FOR

Info	Invest	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	9-25-79	FAU 9809	Primary 1E

GENERAL LOCATION:

N.E. Columbia Blvd.-N.E. Weidler Street Section, Unit #1

GENERAL DESCRIPTION OF WORK:

Revised PS&E Estimate

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 22, 1979, I approve the revised PS&E estimate for a TEC of $5,000,000 - Federal Funds $4,250,000.
(Increase TEC $1,890,000 - Federal Funds $1,606,500)
Advice dated September 25, 1979.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-25-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-[illegible]

9062

1-E

26-1905

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: D. O. Christensen
Final Design Unit

DATE: September 10, 1979

FROM: D. R. Adams
Project Development Manager

SUBJECT: Union Avenue/Broadway to Columbia Section
Traffic handling requirements

The current design proposal calls for maintaining three lanes through the construction project during the peak period. This requirement does develop excessive cost for traffic control. Principally, the extra cost comes from the need to manually sign and delineate the reversing three-lane section between the off-peak and peak periods. These shifts substantially inflate the cost of the project.

The Metro Traffic Engineer's staff and the City of Portland's staff have reviewed this contract requirement and advise that it is not necessary.

Please have the temporary traffic control plan revised to eliminate the need for the three lane section during peak periods. A left turn channelization should be provided at signalized intersections. I understand the various phases on the project break at signalized intersections, and it would seem a good possibility that a two lane with left turn refuge could be developed under these circumstances. This would not require day-to-day, hour-by-hour changes in the traffic, and should result in substantial cost savings and adequate traffic operations.

The project is staged in short sections, this configuration should not result in a severe congestion problem. However, left turn movements must be prohibited within the construction area to keep traffic moving. This should be included as part of the temporary traffic plan.

My understanding from our phone conversation is that a November contract letting is anticipated.

DRA:PE

cc: M. J. Klotz
J. D. McClure
T. S. Schwab
C. H. Pietrok

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen Watson
Heger Dorn Lau
Discuss Do File Copy Due
Return
BY FINAL DESIGN ENGINEER

1 Versteeg
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 12 1979
ROAD DESIGN SECTION

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9062

File

1E

ROAD DESIGN SECTION 378-6558

Sept. 5, 1979

J. B. Boyd
Manager, Right of Way

J. H. Vermeeg
Road Design Engineer

Files 30638, 30639 & 30660
N. E. Columbia Blvd.-N.E. Weidler Sec.
N.E. Union Avenue
Multnomah County

Attached are descriptions, an authorization, correspondence, and prints for the subject parking lot project.

Acquisition will be handled by the City of Portland.

ORIGINAL SIGNED BY
W. H. WAHARUK

By: W. H. Wakerlig
R/W Descriptions Engineer

WHW:sj
Attachments

4062

8-27-79

OREGON STATE HIGHWAY DIVISION

NOTIFICATION OF ADVANCE DEPOSITS

General Ledger Account 242.00

AD 657

TO: FINANCE BRANCH - LEDGERS & REVENUE UNIT
ROOM 434 - TRANSPORTATION BUILDING
SALEM, OR 97310

ACCOUNTING USE ONLY

Reference PORTLAC (1-11)

Invoice No. 1871 (12-17)

Depositor Portland, City of

Amount ~~$26,100~~ 61,100.00 (27-58) Prior 35,000.00 Current 26,100.00 (59-67)

Date of Deposit 8-27-79 (18-23)

Sort Key LPU (24-26)

Project Name or Purpose Columbia ~~Blvd.~~ - Weidler ~~St.~~ (Union Ave.) (18-49)

Contract No. _____ (50-53)

Agreement No. 6286 (54-58)

Prefixes ~~26-1005~~ 026-1905 (59-65) 026-2560 (66-72) _____ (73-79)

Federal Aid Project, Right of Way File, or Other ID No. IX-9809 (1) + (4) (18-37)

Section Responsible for Monitoring Project Metro (38-52)

Section Responsible for Billing Project ~~Unit~~ Local Programs (53-67)

Billing Method (CHECK ONE ONLY):

1) Monthly ☐ 2) Upon Completion ☒

ACCOUNTING USE ONLY
3) Other ☐

Estimated Completion Date October 1981 (69-74)

REMARKS: R/W advance deposit for Interstate Transfer project. City will pay all costs in excess of federal funds.

Region _____ District _____

Section Local Programs Unit Submitted by Gary E. Zehner Gary E. Zehner Date 7-6-79

Received in Accounting by _____ Date _____

9062

I-W

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8226
TELEPHONE

DATE: August 27, 1979

TO: J. H. Versteeg
Engineering (Design)

FROM: D. R. Adams
Project Development Manager

SUBJECT: ~~Union Avenue~~, Columbia Boulevard-Weidler Street
Unit 1 Section

The City of Portland's Street and Structural Engineering section has asked us to change the phasing of work in Unit #1 so the portion from Going Street north to Killingsworth Street in Stage 2 is done last part of that ~~State~~ Stage. The reason for this request is to allow the city more time to negotiate with PP&L Company to remove their overhead lines through this area and place them in the utility trench provided by this project.

If this modification can be accomplished in the specification of plans, please so revise. If not advise Ed Hardt and myself so adjustments can be made after the contract is awarded.

DRA:CP:PE

cc: E. L. Hardt
Chuck Pietrok

REFERRED TO
Beard, Boudenmayer, Cole, E.E., Semple, Brikson, Wenen, Mager, Dorn, Lou
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

1 Versteeg
Anderson
2 Christensen
Olson
Must Copy
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RECEIVED
AUG 28 1979
ROAD DESIGN SECTION

Do Not File
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Bring Up
Action

9062

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 22, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Additional IX Funds
Item No. 90225
Project No. IX-9809(5)
N.E. Columbia Blvd. - N.E. Weidler Sec.Unit 1
Multnomah County

We request additional Interstate Substitution General Funds financing for the subject project based on the fact that the revised PS&E estimate exceeds the funds requested previously. Approval of this request will involve additional estimated total cost of $1,890,000 and obligation of $1,606,500 in Federal Funds.

A tabulation of the amounts involved are as follows:

REQUEST	TEC	FF	CITY
Present	$ 5,000,000	$ 4,250,000	$ 750,000
Original	3,110,000	2,643,500	466,500
Difference	$ 1,890,000	1,606,500	$ 283,500

JLG: sr

cc: R. N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
[redacted]

Form 734-3122

Section NE Columbia Blvd-NE Weidler St (Unit 1) Programming Estimate $ 4,124,000

Highway Pacific Expy Project Length 1.76 miles

County Multnomah 8-21-79 Completion Time 500 cal w/ damp

Kind of Work Grading, Paving, Signals Est. Comp. Date 9-1-81

Prefix 26-1905 Letting Date Aug 23, 1979 Project No. IX-9009(5)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 3,512,457
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	8,000	
Temporary Pavement Striping	5,000	
Remove Pavement Striping (Exist. & Temp.)	8,000	
Temporary Erosion Control		
~~State Furnished~~ Drinking Fountains (City)	10,000	
~~Roadside Seeding & Mulching~~ Trash Receptacles (City)	5,200	$ 234,250
Asphalt Cement Adjustment	75,000	
On the Job Trainees (4)	3,200	
State Responsibility for Damages	5,000	
Signal Controller Testing (Engineering)	10,000	
Bikeway Signs		
~~Furnish Mailbox Posts~~ Ornamental Bike Rack (16ea)	16,000	
Adjust Utilities:		
Portland General Electric	24,000	
City of Portland - Water	30,000	
Adjust Traffic Signals during stage construction	20,000	
Furnish & plant Trees (by City)	- 15,000	
Install Water Meters	- 1650	Subtotal $ 3,746,707
water for establishment period	205	
Contingencies (4-1/2%)		168,601 82
Engineering (8, ~~5.26~~%)		299,736 56
	Subtotal	$
Credit for		
Estimated Net Authorization, Construction		$ 4,215,045 38

APPROVED

Road Design Engineer

REC'D 8-21-79

F.A. UNIT WANTS TO PROGRAM FOR $5,000,000 const. Est. ($4,250,000 F.F.)

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID-SCHEDULE—COST ESTIMATE

Sheet 1 of 4

Date 6-2-79

Section NE Columbia Blvd-NE Weidler St. (Unit 1) County Multnomah

Kind Of Work Grading, Drainage, Structures, Signing, Signals Length 1.7 miles Name C. Moore

8720-79

RECEIVED
COST ANALYSIS
AUG 2 1979

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization ☐CE ☐CES ☐CAS ☐CT 98		Lump Sum	All		290,000
Temporary Protection & Direction of Traffic		Lump Sum	All		420,000
Temporary Signs		Sq. Ft.	488	6.00	2,928
Temporary Plastic Sub. Markers		Each	53	80.00	4,240
Temporary Barricades		Each	19	115.00	2185
Temporary Neon Signs 8-7-79 Paul Gallow		Each	3	25,000	75,000
Temporary Pavement Mkgs.		Each	1500	4.50	6,750
4" Stripe		4" Stripe	5000	22.00	110,000
					341.2
ROADWORK					
Removal of Structures and Obstructions		Lump Sum	All	—	350,000.00
Embankment In Place 8-7-79 Paul Gallow	1	Cu. Yd.	4100	14.00	57,400
Trench Excavation		Cu. Yd.	2870 2290	12.00	34,440
Special Backfill Material		Cu. Yd.	1500	11.00	16,500
Furnishing Roadbed And Slopes		Lump Sum	All	—	30,000.00
Furnishing And Placing Topsoil		Cu. Yd.	1580	12.00	18,960
Watering		M-Gal.	50	10.00	500
Aggregate Base		Ton	1400	10.00	14,000
Bondbreaking Seal		Ton	130	20.00	18,600

OREGON STATE HIGHWAY DIVISION — Sheet 2 of 4

~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE — Date

Section N.E. Columbia Blvd.-N.E. Windle St. (Unit 1) — County Multnomah

Kind Of Work Grading, Surfacing, Structures & Drainage — Length 1.1 miles — Name [illegible]

Item	Code	Unit	Quant.	Unit Cost	Total
Lime Treated Subgrade		Sq. Yd.	60,800	1 50	91,200
Lime For Treated Subgrade		Ton	685	75 00	51,375
"Class B" Asph. Mix. Concrete Pavement		Ton	3,150	15 00	47,250
Asphalt Cement in Place		Ton	2052	102 00	209,100
Asphalt in Seal Coat		Ton	10	300 00	3,000
Shelter Foundations		Sq. Yd.	70	55 00	3,850
Furnishing And Installing Passenger Shelters		Each	1	3500 00	3,500
Relocating Existing Passenger Shelters		Each	4	350 00	1400
8-inch Sewer Pipe		Lin. Ft.	1275	11 00	14,025
10-inch Sewer Pipe		Lin. Ft.	270	12 00	3,240
12-inch Sewer Pipe		Lin. Ft.	360	15 00	5,400
Concrete Manholes		Each	9	2500 00	22,500
Special Manholes		Each	5	2500 00	12,500
Concrete Sumps		Each	5	5000 00	25,000
Concrete Inlets, Type C-1		Each	52	450 00	23,400
8-inch Drain Pipe		Lin. Ft.	366	9 00	3,294
Fiber Filter		Sq. Yd.	410	2 50	1,025
Gravel In Drains		Cu. Yd.	65	15 00	975
Concrete Walks		Sq. Yd.	1,780	13 50	24,030
Sidewalk Ramps		Each	94	200 00	18,800

OREGON STATE HIGHWAY DIVISION — Sheet 3 of 4

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date

ction NE Glenn Bl. - NE Weidler St. (Unit 1) — County Multnomah

nd Of Work Grading, Curbing, Signing, Illum. & Signals — Length 1.76 mi — Name Gateway

Item	Code	Unit	Quant.	Unit Cost	Total
Concrete Driveways		Sq. Ft.	3320	20 00	64,400
Concrete Curbs		Lin. Ft.	570	120 00	68,400
Concrete Islands		Cu. Yd.	10	150 00	1500
Extra for Asphalt Approaches		Each	55	250 00	13750
Adjusting Manholes		Each	50	200 00	10,000
Reconstructing Concrete Manholes		Each	1	750 00	750
Adjusting Inlets		Each	9	250 00	2250
Revising Side Walk openings	Revised 8-8-74	Each	2	250	500
Closing		Each	3	1200	3600
Furnishing Soil Modifying Mix		Each	9,000	0 60	5,400
Soil Conditioner		Cu. Yd.	225	9	2,025
Bark Mulch		Unit	30	70	2,100
Irrigation System		Lump Sum	All	—	18,100

OREGON STATE HIGHWAY DIVISION — ~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE

Sheet 1 of 4

Date

Section N.E. Columbia Blvd - N.E. Killingsworth (Unit 1) County Multnomah

Kind Of Work Grading, Paving, Sidewalks & Signals Length 0.7 Mile Name Gallaway

Item	Code	Unit	Quant.	Unit Cost	Total
SIGNING					
Removal Of Existing Sign Facilities		Lump Sum	All		5,200
Sign Support Bases		Lump Sum	All		14,300
Type "K" Sign Supports		Lump Sum	All		21,700
Type "C" Signs to Place		Sq. Ft.	53	9	747
Type "A" Signs to Place		Sq. Ft.	36	10	360
Type "T" Signs to Place		Sq. Ft.	243	9	2187
Type "D" and "V" Signs to Place		Sq. Ft.	33	14	462
Type "EE" Signs to Place		Sq. Ft.	7	12	84
Furnish and Reinstall Existing Signs and Supports		Lump Sum	All		5,000
			Subtotal		$ 47,740
ILLUMINATION					
Removal Of Existing Illumination		Lump Sum	All		26,000
Pole Foundations		Lump Sum	All		46,000
Roadway Lighting Poles And Bracket Arms		Lump Sum	All		96,000
Luminaires And Ballasts		Lump Sum	All		7,700
Switching, Conduit, Wiring, Lamps, Etc		Lump Sum	All		140,000
				St.	315,700
TRAFFIC SIGNALS					
Traffic Signal Installation, Complete		Lump Sum	All		472,000

7062 file 1.E

ROAD DESIGN SECTION 378-6358

Chuck Piatrok
Project Coordinator, METRO

August 14, 1979

W. E. Cole
Design Engineer Supervisor

~~N.E. Columbia Blvd.-N.E. Weidler St.~~ (Unit 1)
~~Pacific Highway West~~
Multnomah County

Attached please find calculations for the Sidewalk Access Hole Revisions.

Please transmit these to Steve Barrett (City of Portland) per his request.

WEC:cj
Attachments

cc: Bob Gottis
T. C. Thompson

9062

1-E

ROAD DESIGN SECTION 378-6558

Max Klotz
Metro

W. H. Wakerlig
R/W Description Engineer

August 13, 1979

Union Avenue, [redacted]

Pursuant to your telephone conversation, I am returning a letter from Chuck Pietrok with attachments wherein he requests descriptions be prepared for Lots 2, 3 and 4, Block 22, of the Lincoln Park Addition.

If Pietrok's request has Metro approval, please return the attachments. In addition, I will need a copy of the vesting deeds for south half Lot 1, all of Lot 4, Block 22, and a copy of the official plat of Lincoln Park Addition.

WHW:ej
Attachments

Verstoep
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 13 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

9062

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-9809(4)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): 1. ☐ 2. ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90221

RECEIVED
STATE HWY ENGR
AUG 16 '79
REFER TO

FOR: Info | Insp | R/D | D/R | Sec | Act | File

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

8-16

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-10-79	FAU 9809	Primary 1E

GENERAL LOCATION:
Columbia Blvd. - Weidler Street Section

GENERAL DESCRIPTION OF WORK:
Right of Way Acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. J. B. Boyd's letter of August 8, 1979 you are authorized to proceed under the provisions of FHPM 7-2-4 and my letter of August 10, 1979 with the employment of special counsel for the subject project at the specified rate of $65.00 per hour for attorney time and $25.00 per hour for legal assistance provided Title VI and VII of the Civil Rights Act of 1964 are complied with.

This authorization is contingent upon available funds within current project authorization or request for additional IX funds being submitted and granted.

No increase in obligation of funds is required at this date.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-10-79	E. J. Black	for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1978-751-014

9062

STATE OF OREGON

Highway Division
DEPT.

INTEROFFICE MEMO

TELEPHONE

TO: Louis Grothaus
Metro R/W Supervisor

DATE: August 9, 1979

FROM: Adele L. Egan
Right of Way Office Unit Supv.

MISC. CONTRACTS and AGREEMENTS No. 7157

SUBJECT: Right of Way Services Agreement
#120
Union Avenue Improvement

Attached is a copy of the fully signed agreement for this project, for your files. Two signed copies have been sent to the City of Portland.

Prefix for this project is 26-2560.

AE
mp
Attach.

cc: Ed Hardt, w/c
Finance (Jim Kinns), w/c
C. W. Head, w/orig.
Local Gov't Programs, w/c
Engineering (Description)
Title

8-10-79 noted in agree. book

NOTED
C. W. HEAD

approved by Boyd 7/16/79 on Aug. report

9062

1-E

STATE OF OREGON

INTEROFFICE MEMO

Road Design Section DEPT. 378-6558 TELEPHONE

DATE: August 6, 1979

TO: MEMO TO THE FILES

FROM: W. E. Cole
Design Engineer Supervisor

SUBJECT: NE Columbia Blvd.-NE Weidler St., Unit I
[redacted] Highway East
Multnomah County

Versteeg ✓
Anderson
Christensen
Oleon
Sullivan
Terpin
Trout
Wakerlig

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AUG 06 1979
ROAD DESIGN SECTION

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A plans in hand review was held in Salem August 3 at 10 a.m. on the subject project. In attendance were:

Mort Fillmore
Chuck Lobaugh
Gordon Ballard
Bill Beard
Rob Edgar
Bob Gettis
Paul Galloway
Merlyn Anderson
Bill Cole

REMARKS:

Typical Section

Sheet 2 and 3 - Add note indicating there is existing curb and gutter on west side in isolated areas.

Drainage - The Construction-Finance Agreement for this project states that the State will perform all necessary maintenance operations from face of curb to face of curb although the storm sewer will be City maintained. This being the case, all storm sewer pipes entering a manhole shall enter the manhole a minimum of 8-feet below the top of the manhole (as per City of Portland standards). Gettis will check the drainage and revise if required.

Temporary Striping during stage construction - Fillmore indicated that $3,000.00 would not cover this, Galloway will increase the amount.

Stage Construction Plans

The stage construction plans and specials for this were discussed in-depth. No revisions requested.

Temporary Protection & Direction of Traffic Plans

Reviewed in-depth. No revisions requested. Beard gave Fillmore a preliminary copy of the un-drafted plans.

Illumination (Permanent and Temporary)

G. Ballard and B. Edgar discussed the illumination with Fillmore and gave him a copy of the plans and preliminary spec.fications.

Traffic Signals

Completed plans and specifications given to Fillmore for his information.

Specifications

Reviewed and preliminary copy given to Fillmore

Bus Shelters (Specifications)

Galloway is still working with Tri-Met on this.

Tree Planting (Time of Year)

Anderson to contact City for this information.

Preliminary Plans

Fillmore requested four sets of preliminary plans when updated. Gettis will send these.

WEC:ab
cc: To All Participants

9062

STATE OF OREGON

INTER-OFFICE MEMO

Metro Technical Services DEPT. 238-8230 TELEPHONE

TO: L. E. GEORGE
Traffic Engineer

DATE: July 31, 1979

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Advanced Plans
Traffic Signal Installation
NE Columbia Blvd.-NE Weidler
Unit 1 Union Avenue
Prefix: 26-19

L. E. GEORGE

The subject plans have been reviewed by the Metro Traffic Section and found to be alright. A set is returned herewith.

pq

Attachment

NOTED
W. R. ZIRBES

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
AUG 3 1979
REFERRED TO _____
FOR _____
FILE: PM FA LG.

9062

July 30, 1979

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 6286

Gentlemen:

Attached for your records are two fully executed copies of an agreement to construct the Columbia Boulevard-Killingsworth Street Section of N.E. Union Avenue in Portland.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

da
Attachments

bc Don Harwell (Agreement attached)

9062

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9809(5)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90225

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
FOR

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	7-13-79	FAU 9809	Primary 1E

GENERAL LOCATION:
N.E. Columbia Blvd. - N.E. Weidler Section Unit #1

GENERAL DESCRIPTION OF WORK:
Grade, Drain, Pave, Illumination, and Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 10, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,110,000 - Federal Funds $2,643,500 (per advice dated June 26, 1979).

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79	G. K. Green	for Division Administrator

FORM PR-1240 (Rev. 8-79) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1-E

9062

ROAD DESIGN SECTION 378-6558

July 10, 1979

K. D. Limbocker
Metro Design Engineer

Duane Christensen
Final Design Engineer

N.E. Columbia-N.E. Weidler Sec.
[redacted]
Multnomah County

Enclosed are estimates and supporting data that you requested on the above-named project.

Total amount of project as currently designed=	$7,411,923
Total amount of project w/continuous left turn lane=	$7,372,599
Total amount of project w/continuous median island=	$7,440,488

DOC:cj
Attachments

cc: W.E. Cole

Vestboy ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 10 1979
ROAD DESIGN SECTION

Do Not File ☐
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Bring Up ___/___/___
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Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT OF TRANSPORTATION

TABULATION SHEET

SHEET 2 OF ..... SHEETS

7-9-79

Continuous	Median Island			#	3110 LF	per 100'		
Continuous	Left Turn Lane			#	2,530 LF	per 100'		
				#	580 LF	per 100'		
Length of Median Island as currently designed - 6,780 Lin. ft.								
Length of Continuous Median Island (Except at signalized intersections) - 11,705 Lin. ft.								
	Project as currently designed						= #	7,411,923
Continuous Left Turn Lane	# 580 LF	x	67.8	= #	39,324 LF	from 7,411,923	= #	7,372,599
Continuous Median Island (except at signalized intersections)	580 LF	x	49.25	= #	28,565 LF	to 7,411,923	= #	7,440,488

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET 1 OF ..... SHEETS

N.E. Columbia - NE Weidler — 7-9-79
Pacific Hwy. East
Multnomah County

Continuous	Median	Island	- 100	Feet				
Aggregate	Base -	100 x 3 x 0.5	÷27 x 11.95 =	10.83 ton @	$9.50 =		$102.89	
Asphalt Concrete		100 x 2 x 0.5	÷27 x 2.05 =	7.59 ton @	$14.00 =		106.26	
Asphalt Cement		7.59 x .0675	=	0.51 ton @	$110.00 =		56.10	
Type "C" Curb		200 x .03086	=	6.17 C.Y. @	$125.00 =		771.25	
Topsoil				100' @	.366		366.00	
Soil Conditioner				100' @	.48		48.00	
Bark Mulch				100' @	.51		51.00	
Vines				100' @	1.27		127.00	
Trees				100' @	1.58		158.00	
Irrigation	System			100' @	.613		613.00	
							2,399.50	
$2399.50	x 1.08 x	1.2 =	$3110.00 per 100'					
Continuous	Left	Turn	Lane -	100	Feet			
Asphalt Concrete		100 x 12 x	1.0 ÷27 x	2.05 =	91.11 ton @	$14.00 =	$1275.54	
Asphalt Cement		91.11 x	.0675	=	6.15 tons @	$110.00 =	676.50	
							$1952.04	
1952.04	x 1.08 x	1.2 =	$2530.00 per 100'					

9062

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 10, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

NOTED
E. S. HUNTER

SUBJECT PS&E Data Submission
Item No. 90225
Project No. IX-9809(5)
N.E. Columbia Blvd.-N.E. Weidler
Multnomah County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on August 23, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

Federal Funds (92.22%)	$3,527,854
State Funds	297,623
Total Cost	$3,825,477

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 11 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Ltr | Tel | Init

Form 734-3122

9060

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services DEPT. 238-8231 TELEPHONE

DATE: July 9, 1979

TO: J. H. VERSTEEG
Design Engineer - Salem

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Union Avenue
Proposed Drywell
Prefix: 26-1905

Herewith data for drywells for the subject project. Indications are for adequate operation at a depth of 30 feet.

Please advise Bill Cole.

pq

REFERRED TO
Beard
Cole
Eriksen
Hager
Stoudenmeyer
Sample
Watson
Dorn
Lau
Return
Discuss
Do
File Copy
Due
FINAL DESIGN ENGINEER

1 Versteeg
Anderson
2 Christenson
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 11 1979
ROAD DESIGN SECTION

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Bring Up / /
Action

9062

July 6, 1979

John Lang
Highway Coordinator
City of Portland
402 S.W. 6th Avenue
Portland, Oregon 97204

Dear Mr. Lang:

We have submitted a program to the Federal Highway Administration for approval of the right-of-way acquisition phase of the Columbia Blvd.-Heidler St. Section of Union Avenue interstate transfer project.

Financial sharing of the R/W acquisition is:

Total R/W	$174,000
Federal funds	147,900
City share	$ 26,100

Please make your check in the amount of $26,100 payable to the Oregon State Highway Division. Send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

DES:fhc

bc: w/AD#657 Vern Skoog - Please return completed AD #657 when check is received

Jon Rose

Form 81-734-1382 (4/77)

OREGON STATE HIGHWAY DIVISION

NOTIFICATION OF ADVANCE DEPOSITS

General Ledger Account 242.00

AD 657

TO: FINANCE BRANCH - LEDGERS & REVENUE UNIT
ROOM 434 - TRANSPORTATION BUILDING
SALEM, OR 97310

ACCOUNTING USE ONLY	
Reference (1-11)	
Invoice No. (12-17)	
Date of Deposit (18-23)	
Sort Key (24-26)	

Depositor: Portland, City of (27-58)

Amount: $26,100 (59-67)

Project Name or Purpose: Columbia Blvd. - Weidler St., Union Ave. (18-49)

Contract No. (50-53)

Agreement No.: 6286 (54-58)

Prefixes: 26-1905 (59-65) (66-72) (73-79)

Federal Aid Project, Right of Way File, or Other ID No.: IX-9809(4) (18-37)

Section Responsible for Monitoring Project: Metro (38-52)

Section Responsible for Billing Project: Local Programs Unit (53-67)

Billing Method (CHECK ONE ONLY):

1) Monthly ☐ 2) Upon Completion ☒

ACCOUNTING USE ONLY
3) Other ☐

Estimated Completion Date: October 1981 (69-74)

REMARKS: R/W advance deposit for Interstate Transfer project. City will pay all costs in excess of federal funds.

Region _____ District _____

Section Local Programs Unit Submitted by Gary E. Zehner (Gary E. Zehner) Date 7-6-79

Received in Accounting by _____ Date _____

9062

Part IX

STATE OF OREGON

INTER-OFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: R. N. Bothman, Administrator
Metropolitan Branch

ATTN: D. N. Adams

DATE: July 5, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Plans for Review
Traffic Signal Installation
N.E. Columbia Boulevard-N.E. Weidler Street (Unit 1) Section
Pacific Highway East
Multnomah County
Prefix: 26-1905

Attached for your review and comments are five copies of the preliminary plans for the subject project. On the appropriately stamped copy, please obtain the proper signatures to indicate City approval and return the plans to this office.

This project currently is scheduled for the ~~August 23,~~ Sept. 20 1979 letting.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

LPD:ds
Attachments

cc: E. L. Hardt w/attachment
Gary Zehner w/attachment

PROJECT MANAGEMENT
PME ☐ CE ☐
LGE ☐ FH ☐
JUL 3 1979
File: A
LG CP
TAA

9062

7-5-79 UNION AVENUE

Maintenance of the irrigation system and landscape plantings outside the curb and in the planted medians will be the responsibility of the City of Portland. All concerned are in agreement, discussed w/ Jon Rose.

Gary E. Zehm

9062

26-1905

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO — DEPT.

238-8250 — TELEPHONE

DATE: July 3, 1979

TO: BUZ SWAN
Project Management

FROM: JON ROSE
Federal Aid Specialist

SUBJECT: Preliminary Review Plans
Union Avenue Project (Columbia Blvd./Weidler Street)
City of Portland

The City of Portland has returned one copy of preliminary plans for the Union Avenue project with approval indicated by John Lang's signature and accompanied by a letter of explanation noting seven suggestions. Metro feels that all the items deserve consideration and would like to particulary emphasize Item 3. Replacement of trees within planted median areas should be examined throughout the project, and it seems likely some other locations in addition to those shown in the city's notes should be revised. Item 4 is a recommendation for some sort of moutable island nose with a transition to the 10" exposure which is shown for the raised median island. Project Coordinator Chuck Pietrok had discussed this with the city and his sketch is attached to show one possibility.

This set has been signed by Dave Vargas for John Lang, Highway Coordinator in the city's engineers office and it is returned to you for further processing. If there are any questions, Chuck Pietrok may be reached by telephone at 238-8246.

JR:sb

Attachment

cc: Chuck Pietrok
Max Klotz

7-6-79
cc w/Att. & Plans
to Sample.
V

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

June 29, 1979

JON ROSE
FEDERAL AID SPECIALIST
OREGON DEPARTMENT OF TRANSPORTATION
5821 NE GLISAN
PORTLAND OR 97213

SUBJECT: Preliminary Plans
Project: Union Avenue Improvement (NE Columbia Blvd. to NE Weidler)

Dear Mr. Rose:

We have reviewed the preliminary plans for the subject project and would like to make the following comments and/or suggestions.

1. Show details for combination curb & gutter sections (Type 'A') showing 0.04'/ft slope for outside travel lane, and show curb removal on plans for Type 'A'.

2. We feel it is reasonable for property owners to repair sidewalk and driveways unless the driveway is rebuilt because of the curb set back or the driveway is replaced with sidewalk and curb by the project.

3. Trees should not be placed within the narrow taper section of the median (i.e., 4.5' min from the inside of curb), or within 100' of the near side of the signalized intersections. Tree spacing should be 50' $\pm$ 5'.

4. Island nose should taper in height to prevent traffic from getting high centered on the island.

5. Omit manual drain valve between the reduced backflow preventer and the water meter.

6. Denote where each type of curb ramp (116 or 116A) is located.

7. Irrigation line to be in utility trench except in media area.

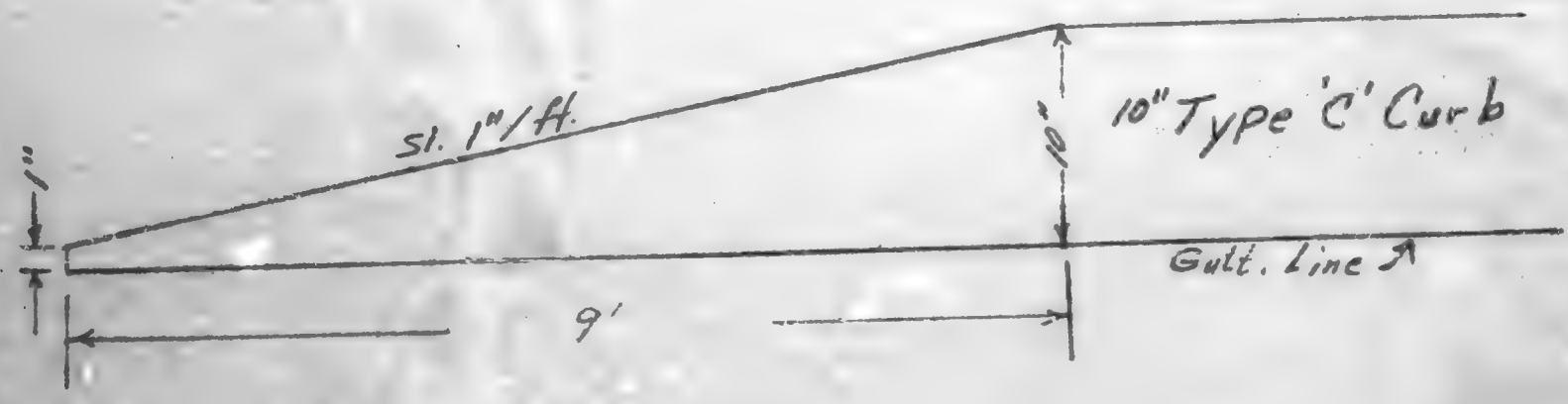
Sincerely yours,

John M. Lang

John Lang, Chief
Bureau of Street & Structural Engineering

MM:jmh

PROPOSED TAPER - MOUNTABLE ISLAND
UNION AVE. PROJECT



Form E-369 (5-71)

Sheet 1 of 1

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project N.E. columbia blvd. / N.E. Weidler (Union Ave.) Hole No. TB-100
Highway N.E. Killings worth County multnomah Bridge No.
Location attached map Prefix 26-1905-910
Ground Elevation Angle vertical Equipment Used Knight + Stone Rotary
Engineer Ken Limbacker (Loc.) Purpose of Work dry well investigation
Started 6-26-79 Completed 6-27-79 Drillers John Whitehead
Drive Sampler O.D. 2" I.D. 1 3/8" Hammer Weight 140# Fall 30"
Other Testing Equipment: Type Size

ELEVATION

HARDNESS OR STRENGTH VALUES, TRIAXIAL, VANE SHEAR, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% MAT. MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	feet	BLOWS	SAMPLED FT.	% RECOVERY	RECOVERY FT.	CASING SIZE AND DEPTH	WATER LEVEL METERS	FEET DEPTH	GRAPHIC LOG	REMARKS: Additional Physical Details: Water return, consistency, dilatency, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
		large		gray / brown	coarse.	N-1	3.2' – 5.2'	6 / 0.5 11 / 0.5 8 / 0.5 7 / 0.5	2	45	0.9			5		0'-31.2' SANDS - silty, gravelly sands to varying degrees. Less silt with depth and fewer gravels. water return sporadic. Sand angular to semi-angular, gravels semi rounded.
						N-2	8.7' – 10.7'	7 / 0.3 11 / 0.5 9 / 0.5 11 / 0.5	1 2	50				10		
						N-3	13.7' – 15.2'	8 / 0.5 9 / 0.5 19 / 0.5	0.9 1.5	60				15		
						N-4	19' – 20.5	5 / 0.5 16 / 0.5 15 / 0.5	0 1.5	0				20		1' silt layer about 22'-23'
						N-5	24.2' – 25.6	14 / 0.5 18 / 0.5 25 / 0.4	0.7 1.4	50				25		pump Test through casing Took all the water we could pump.
						* N-6			1.2 2	60				30		* (29.2-31.2) 9-10-10-9 / 0.5'

11" BW" casing drilled To sample hole caved in

med - coarse sand, small gravels - occassional

"M"—Oregon Miniature Pile Tests—No. 0
"N"—Standard Split-Barrel Sampler Tests—No. 6
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 0

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Henry Schmid Date 6-29-79

+ 201.6

Paved

1,447,000

Gas Pumps

+ 200.6

Sign

10" CSP SEWER

20" WATER

10" VSP SEWER

FIRE ALARM BOX

80

24" VSP SEWER

6" D.I. WATER

EL. 188.3

L. TURN

L. TURN

20.7 FND.

12" WATER

200

W.V.

SIGNAL

MAIL BOX

SIDE WALK

BM = 1990

80

200

200

+ 200.9

Paved

Parking

202

202.8

T.B. UNDERGROUND CABLE

+ 201.8

T.B. UNDERGROUND CABLE

16" WATER

24" CSP SEWER

202

202

+ 202.

Paved

N.E. KILLINGSWORTH

Form E-869 (5-71)

Sheet 1 of 1

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project N.E. Columbia Blvd. / N.E. Weidler (union ave.) Hole No. TB-101
Highway N.E. Emerson County Multnomah Bridge No.
Location attached map Prefix 26-1905-910
Ground Elevation Angle vertical Equipment Used Knight & Stone Rotary
Engineer Ken Limbacker (Loc.) Purpose of Work dry well investigation
Started 6-27-79 Completed 6-28-79 Drillers John Whitehead
Drive Sampler O.D. 2" I.D. 1 3/8" Hammer Weight 140# Fall 30"
Other Testing Equipment: Type Size

ELEVATION	HARDNESS OR STRENGTH VALUES, VANE SHEAR, TRIAXIAL ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% SAT. MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	feet	BLOWS	SAMPLED FT.	RECOVERY FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	NEEDS	DEPTH FEET	GRAPHIC LOG	REMARKS: Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
+																0		0'-29.8' SANDS - silty, gravelly sands to varying degrees. less silt with depth and fewer gravels. water return sporadic. Sand angular to semi-angular, gravels semi-rounded.
																5		
																10		
																15		
																20		
																25		
																30		

mod-coarse sand, small gravels - occassional large
gray / brown / coarse.

N-1 4.4'–6.4': 8/0.5, 8/0.5, 10/0.5, 22/0.5 — 1 / 2 — 50
N-2 9.4'–11.4': 12/0.5, 19/0.5, 14/0.5, 16/0.5 — 0 / 2 — 0
N-3 14.4'–16.4': 7/0.5, 8/0.5, 10/0.5, 12/0.5 — 1.4 / 2 — 70
#N-4 — 0 / 0.4 — 0
#N-5 — 0 / 1 — 0
#N-6 — 0 / 0.4 — 0

"13½" casing drilled to sample depth
hole caved

N-4 (19.4'–19.7') 25/0.3'
(24.4'–25.4') 18-24/0.5"
pump TEST through casing took all the water we could pump
N-6 (29.4'–29.8') 25/0.4'

"M"—Oregon Miniature Pile Tests—No. 0
"N"—Standard Split-Barrel Sampler Tests—No. 6
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 0

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Henry Schmid Date 6-29-79

N.E. 85th

N

N.E. 85th

208

207

+ 209.2

Paved

Parking

Paved

+ 207.4

8" WATER

SEWER IS VSP

TB-102

Paved

+ 207.

TB-101

Paved

200.9

202

204

21" VSP SEWER

21" VSP SEWER

21" VSP

CEN

192

GAS

AVE. N.E. UNION

+ 206.5

205.1

204

GAS

WATER VAULT

85

206.8

Paved

Parking

Form E-869 (5-71)

Sheet 1 of 1

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project N.E. Columbia blvd / N.E. Weidler (Union ave) Hole No. TB-102
Highway N.E. Roselawn County Multnomah Bridge No.
Location attached map Prefix 26-1905-910
Ground Elevation Angle vertical Equipment Used Knight & Stone Rotary
Engineer Ken Limbocker (location) Purpose of Work dry well investigation
Started 6-28-79 Completed 6-29-79 Drillers John White Lead
Drive Sampler O.D. 2" I.D. 1 3/8" Hammer Weight 140# Fall 30"
Other Testing Equipment: Type Size

ELEVATION	HARDNESS OR STRENGTH VALUES, TRIAXIAL, VANE SHEAR, TORVANE, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% MAT. MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	feet	BLOWS SAMPLED FT.	RECOVERY FT. % RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL METERS	DEPTH FEET	GRAPHIC LOG	REMARKS: Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
					brown	fine					4"				0'-5' SILT
			Med - coarse Sand / Small gravels - occassional large		gray brown	coarse	N-1 9.4'-11.4'	9 12 11 9 / 0.5	1/2	50	BW casing drilled To sample depth		5		5'-31.4' SANDS silty, gravelly sands To varying degrees. less silT with depth and Fewer gravels. Water return Sparadic. sand angular To semi-angular, gravels semi-rounded
							N-2 14.4'-16.4'	3 3 3 3 / 0.5	1/2	50			10		
							N-3 19.4'-21.4'	7 8 10 9 / 0.5	0.8/2	40			15		
							N-4 24.4'-26.4'	2 3 9 12 / 0.5	0.8/2	40			20		
									1/2	50			25		
													30		pump test through casing took all the water we could pump @ N-5 (29.4'-31.4') 8-10-10-11/0.5'

"M"—Oregon Miniature Pile Tests—No. 0
"N"—Standard Split-Barrel Sampler Tests—No. 5
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 0

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Henry Schmid

Date 7-2-79

N.E. 8

N.E. 1

Z

208

207

+ 209.2

Paved

Parking

Paved

207

+ 207.

8" WATER

Paved

TB-101

TB-102

Paved

+ 207.2

200.9

202

204

21" VSP SEWER

21" VSP SEWER

185

GEN EL 192.3

6" CI. 845

+ 206.5

ION

AVE. N.E. UNION

204

205.1

WATER VAULT

85

+ 206.8

paved

Parking

Form E-869 (5-71)

Sheet 1 of 1

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project N.E. Columbia blvd. / N.E. Weidler (union ave.) Hole No. TB-103
Highway N.E. Webster County multnomah Bridge No.
Location attached map Prefix 22-1905-910
Ground Elevation Angle vertical Equipment Used Knight & Stone Rotary
Engineer Ken Limbacker (location) Purpose of Work dry well investigation
Started 7-2-79 Completed 7-2-79 Drillers John Whitehead
Drive Sampler O.D. 2" I.D. 1 3/8" Hammer Weight 140# Fall 30"
Other Testing Equipment: Type Size

ELEVATION	HARDNESS OR STRENGTH VALUES, VANE SHEAR, TORVANE, TRIAXIAL, ETC. / WEATHERING / JOINTING OR PARTICLE SIZE / % NAT. MOISTURE, LIQUID LIMIT, P.I. / COLOR / TEXTURE	SAMPLING METHOD, SIZE	feet	BLOWS / SAMPLED FT.	RECOVERY FT. / % RECOVERY	CASING SIZE AND DEPTH / WATER LEVEL METERS / FEET DEPTH	GRAPHIC LOG	REMARKS
								0'-5' SILT
	brown fine med. - coarse Sand, small gravels - occassional large gray - brown coarse	N-1	9.4' — 11.4'	0 / 2	0	BW casing drilled TO depth sample	5 10 15 20 25 30	5'-30' SANDS silty, gravelly sands To varying degrees. Less silt with depth and Fewer gravels. water return sporadic. Sand angular to semi-angular, gravels semi-rounded.
		N-2	19.4' — 21.4'	1.1 / 2	55			
		N-3	28' — 30'	1.3 / 2	65			pump Test through casing took all the water we could pump

"M"—Oregon Miniature Pile Tests—No. 0
"N"—Standard Split-Barrel Sampler Tests—No. 3
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 0

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Henry Schmid Date 7-3-79

N.E. WEBS

N

214

213.5

214

214.5

N.E. WEBSTER

6" WATER

Paved

210

214

212

Parking + 209.6

Sign

12" VSP SEWER

TB-103

214

Paved

Parking

212

90

8" VSP SEWER

6" GAS

N.E. UNION

12" WATER

210

W.V.

W.M.

WATER VAULT

208.8

P.G.C.V.

90

9012

FORM 31.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR

July 3, 1979

FILE:

FROM: C.J. Esheiman
Region 1/Geologist

SUBJECT: Proposed drywell-Union Avenue

TO: Ken Limbocker
Design Engineer

Investigation of proposed drywell locations on Union Ave. have been completed at N.E. Killingsworth, N.E. Emerson, N.E. Roselawn and N.E. Webster. Temporary drywell sumps should work to a depth of 30' as the material encountered was medium to coarse sand with little silt. Please let this office know if we can be of further assistance.

REFERRED TO
Board, Coie, Eriksen, Hager, Stoudenmeyer, Sample, Watson, Leu, Dorn
Return, Discuss, Do, File Copy, Due
FINAL DESIGN ENGINEER

1 Versteeg
Anderson
2 Christenson
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 09 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

CON 21-19-1

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Union Ave.
Col. Blvd.-Weidler

cc: State (H. S. Coulter)

INSPECTION REPORT

6-26-79

REGION NO.	REPORT ON	DIVISION
10	Portland Urban System	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
6-26-79	C. T. Christianson, Area Engineer	Portland FAUS
IN COMPANY WITH	Chuck Pietrok, Project Coordinator, ODOT	

REMARKS

The attached reports prepared by Chuck Pietrok show the current status of project development on the Federal-aid system in Portland.

M-0944(3) Sever Road connection has been resolved and the final environmental document is under preparation.

M-9793(1) Railroad negotiations are underway.

IX-9809(1) The Union Avenue project is now expected to cost $7.2 million. Construction will be staged over a long-time period.

IX-9565(1) This project has developed to the point where P.E. can begin. The project scope should be determined in order that FHWA and HUD can determine their relative involvement.

Copies of Mr. Pietrok's May 21 and June 25 project status reports are attached.

cc:
R. N. Bothman (CDOT-Portland)
Dave Hill (City of Portland)

RECEIVED
STATE HWY ENGR
JUL 26 '79
REFER TO
FOR
Init. | Irregs. | Eq/D | O.J. | Sign | Act. | File

7-26 cy to

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

1062 6-26-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9809(4)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) 1. 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90221

RECEIVED
STATE HWY ENGR
JUL 3-79
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

7.3

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	
	6-26-79		FAU 9809
		STATE ROUTE NUMBER	Primary 1E

GENERAL LOCATION:
Columbia Blvd. - Weidler St. Section

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of June 6, 1979, you are now authorized to proceed with all phases of right of way acquisition as shown in red on right of way map IR-4-690 for a TEC of $174,000 with Federal participation actually limited to $147,900.

Federal participation is limited to that right of way actually incorporated into the final location. (Advice #823-10-9-08)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-26-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

9062

1-E

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: D. O. Christenson Attn: Lyle Watson
Final Design Engineer

DATE: June 21, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
N.E. Columbia Blvd.-N.E. Weidler St. (Unit 1 & 2) Section
[redacted] Highway East
Multnomah Co.

Attached are two prints of the approved Preliminary Sign Plans for the above named project.

L. E. George
Traffic Engineer

ELS:gm

Attachment

cc: Bob Bothman w/att.
Ed Hardt w/att.
M. Payne w/att.

REFERRED TO
2 Beard WGB Stoudenmayer
Cole Sample
Eriksen 1 Watson LW
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
1 set kept by Beard

Vorstoog
Anderson
Christenson DO
Dixon
Sullivan
Terpin
Tro[illegible]
Wessig

RECEIVED
JUN 22 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

(1) STREET NAME SIGNS

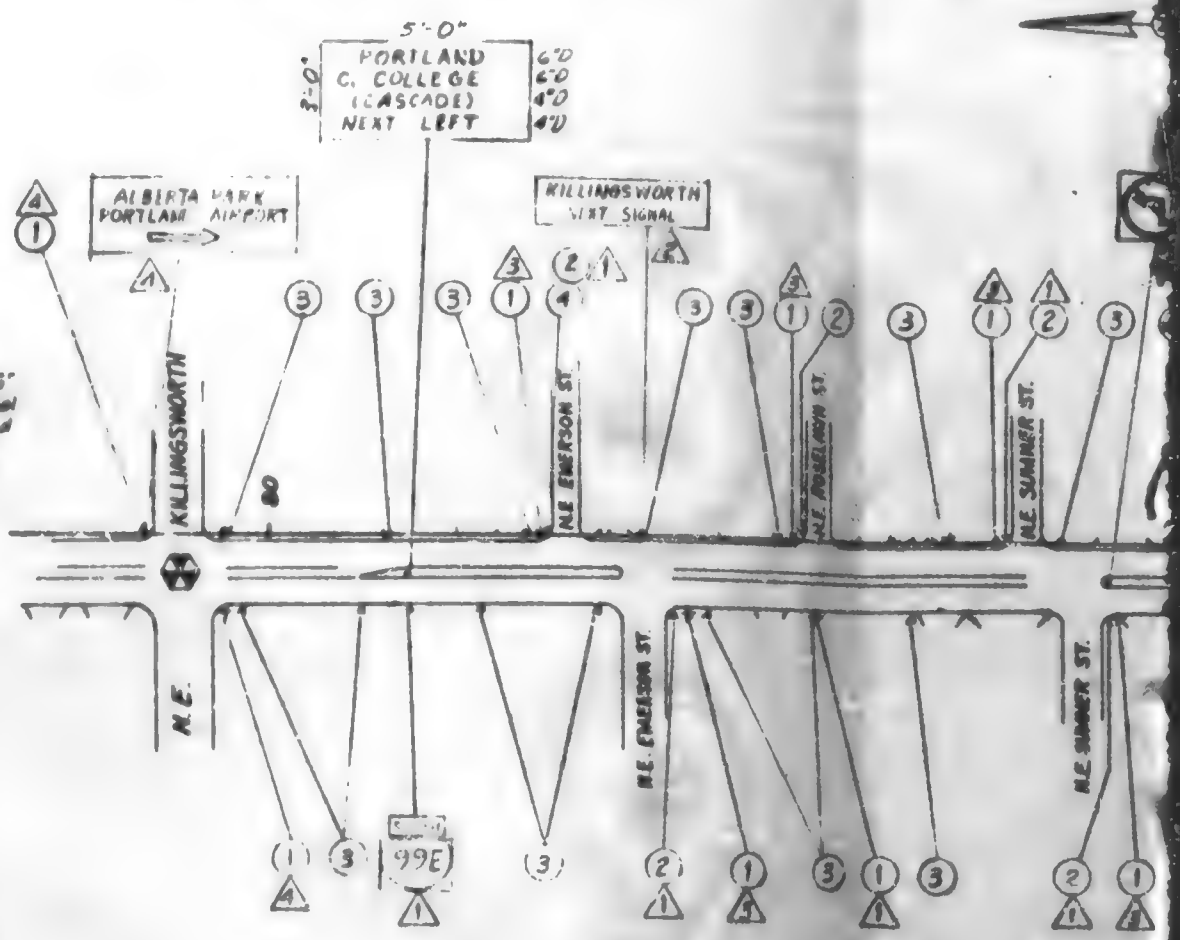
(2) STOP SIGN

(3) NO PARKING IN THIS BLOCK

NOTE: Location of "NO PARKING" signs are approximate. Final locations to be determined by the Engineer to comply with the City Standards.

(4) 30 ONLY

(5) STOP HERE ON RED

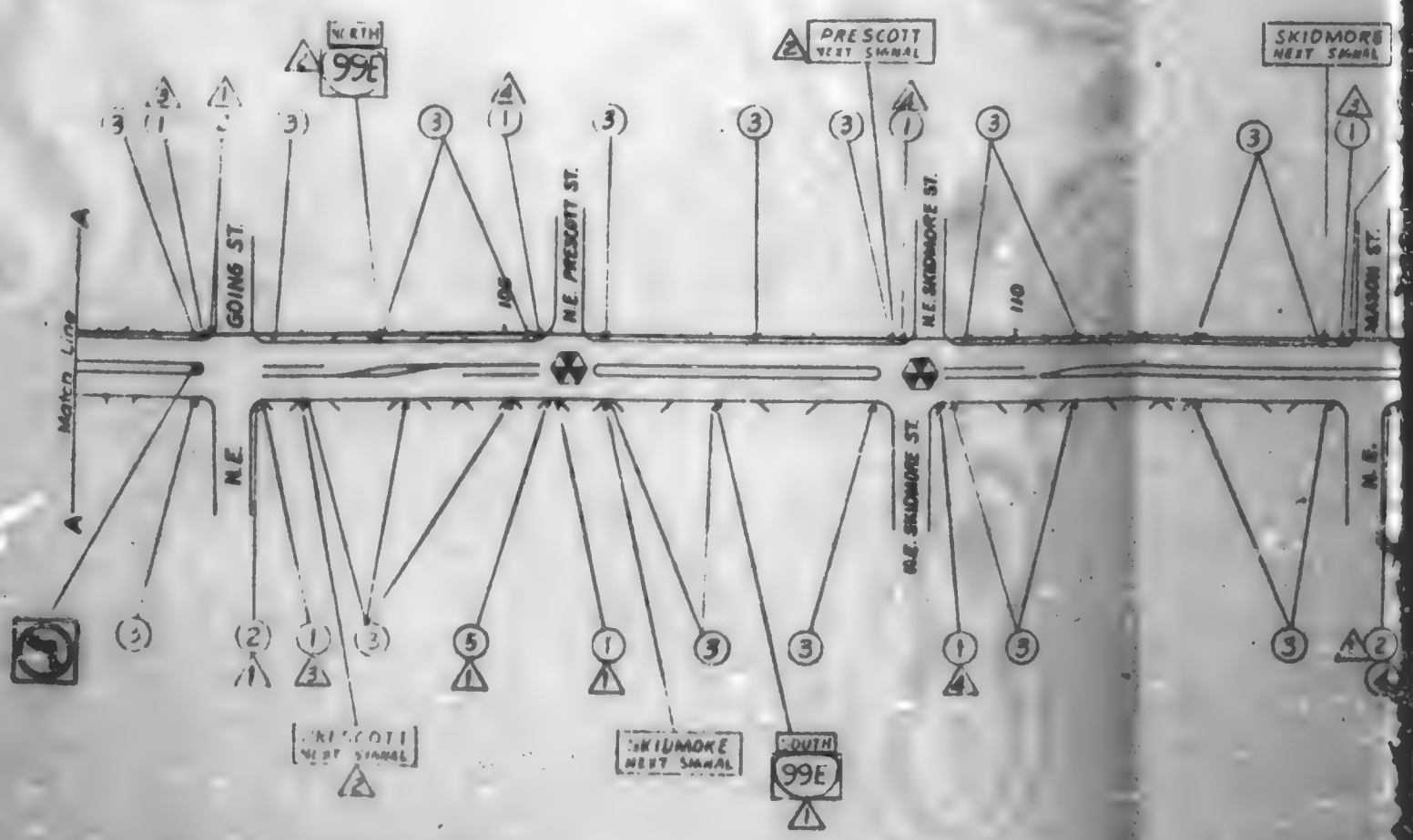


⚠1 Existing sign to remain in place.

⚠2 Existing sign to be moved & installed on new support.

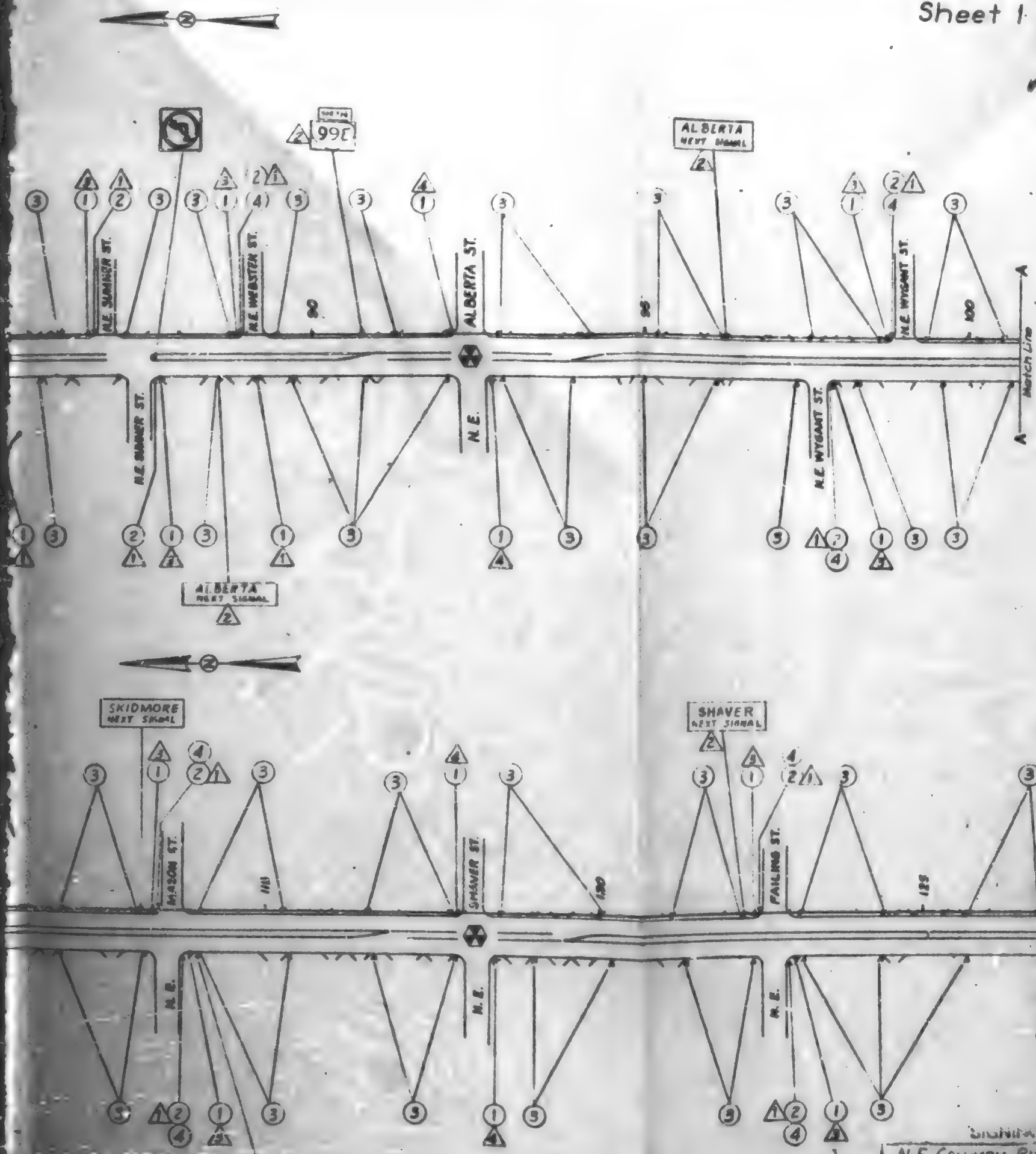
⚠3 Existing sign & support to be moved.

⚠4 Existing sign to be installed on signal pole.



SIGNALIZED INTERSECTION

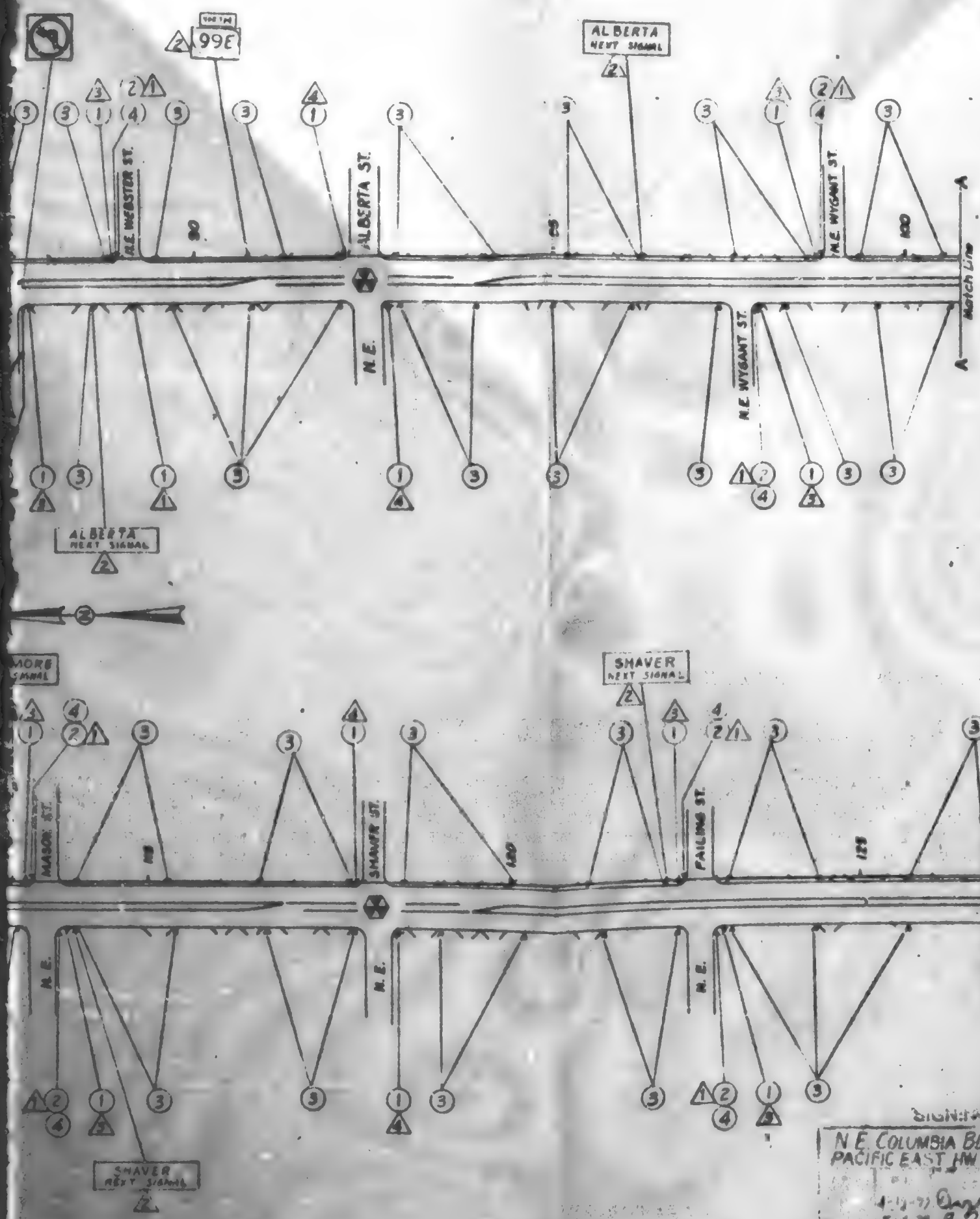
Sheet 1 of 2



N.E. COLUMBIA BLVD. - N.E. WEID
PACIFIC EAST HWY. ~ MULTNOMA

M. J. Martini
5 m 79

Sheet 1 of 2

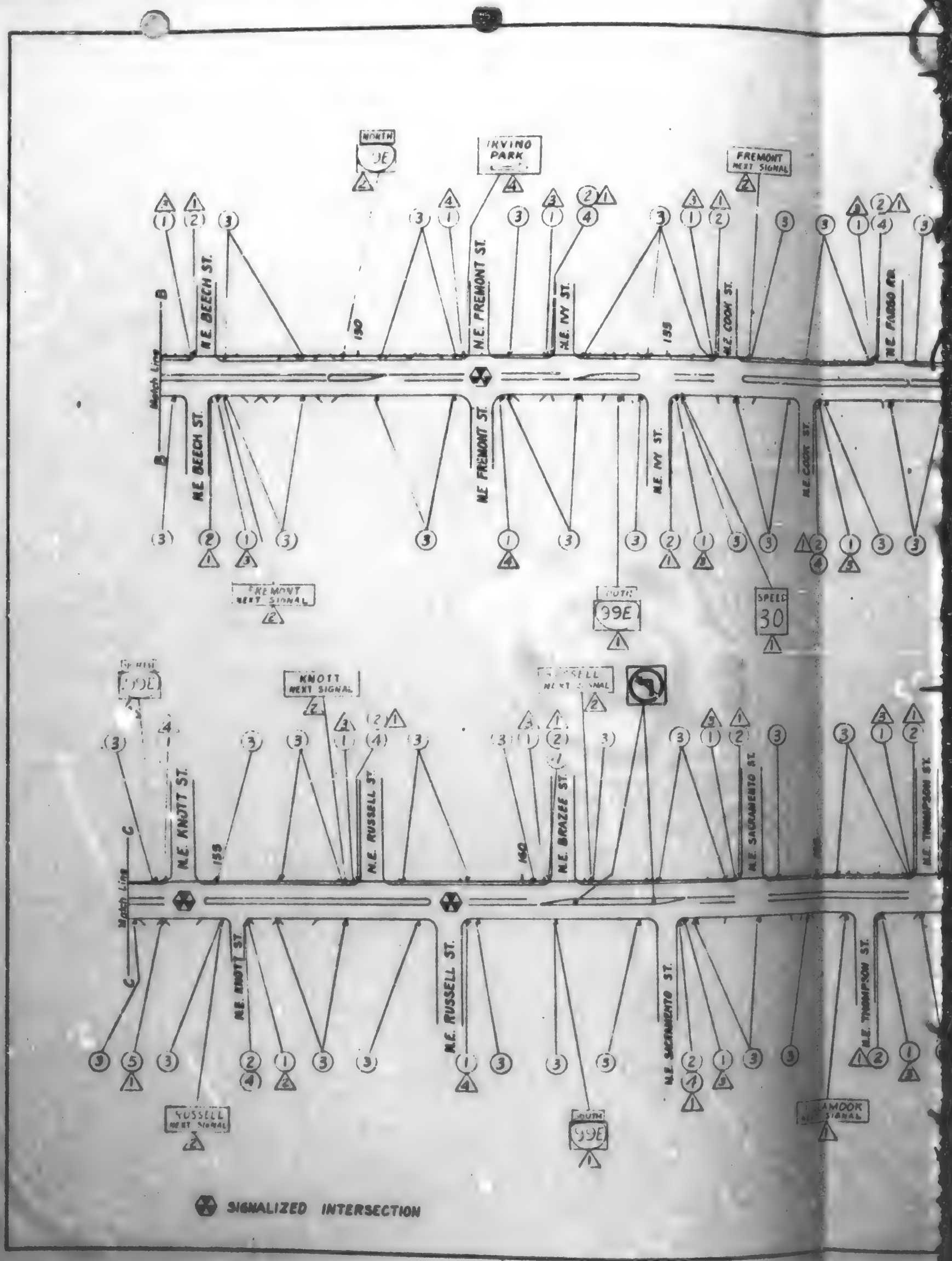


SIGNING PROJECT Unit #12

N.E. COLUMBIA BLVD.–N.E. WEIDLER ST.
PACIFIC EAST HWY. ~ MULTNOMAH COUNTY

1-1-77	Orig. Plan	
5-1-79	R.S. Lacey	
6/80	Legend	Const. Hwy. Engr.
6/80	B.K.	FHWA

M.J. Martini
CITY ENGINEER
5 MILE


NORTH
39E
IRVING PARK
FREMONT NEXT SIGNAL
N.E. BEECH ST.
N.E. FREMONT ST.
N.E. IVY ST.
N.E. COOK ST.
N.E. FARGO AV.
180
195
Match Line
B
FREMONT NEXT SIGNAL
SOUTH
39E
SPEED
30
KNOTT NEXT SIGNAL
N.E. KNOTT ST.
N.E. RUSSELL ST.
N.E. BRAZEE ST.
N.E. SACRAMENTO ST.
N.E. THOMPSON ST.
159
140
C
YUSSELL NEXT SIGNAL
SOUTH
39E
SIGNALIZED INTERSECTION

Sheet 2 of 2

SPEED 30

MORRIS NEXT SIGNAL

N.E. FARGO RD

N.E. MONROE ST

N.E. MORRIS ST

STANTON ST

N.E. GRAHAM ST

150

Match Line

N.E. COOK ST

N.E. FARGO RD

N.E. MONROE ST

N.E. MORRIS ST.

N.E.

N.E. GRAHAM ST.

KNOTT NEXT SIGNAL

2 RIGHT TURN ONLY

SEATTLE Remove

DO NOT ENTER

Remove

15 Advisory

N.E. HANCOCK ST.

TILLAMOOK NEXT SIGNAL

NORTH 99E

N.E. THOMPSON ST.

N.E. TILLAMOOK ST.

N.E. SAN RAFAEL ST.

SCHUYLER

BROADWAY

N.E.

5'-0"

NORTH SEATTLE

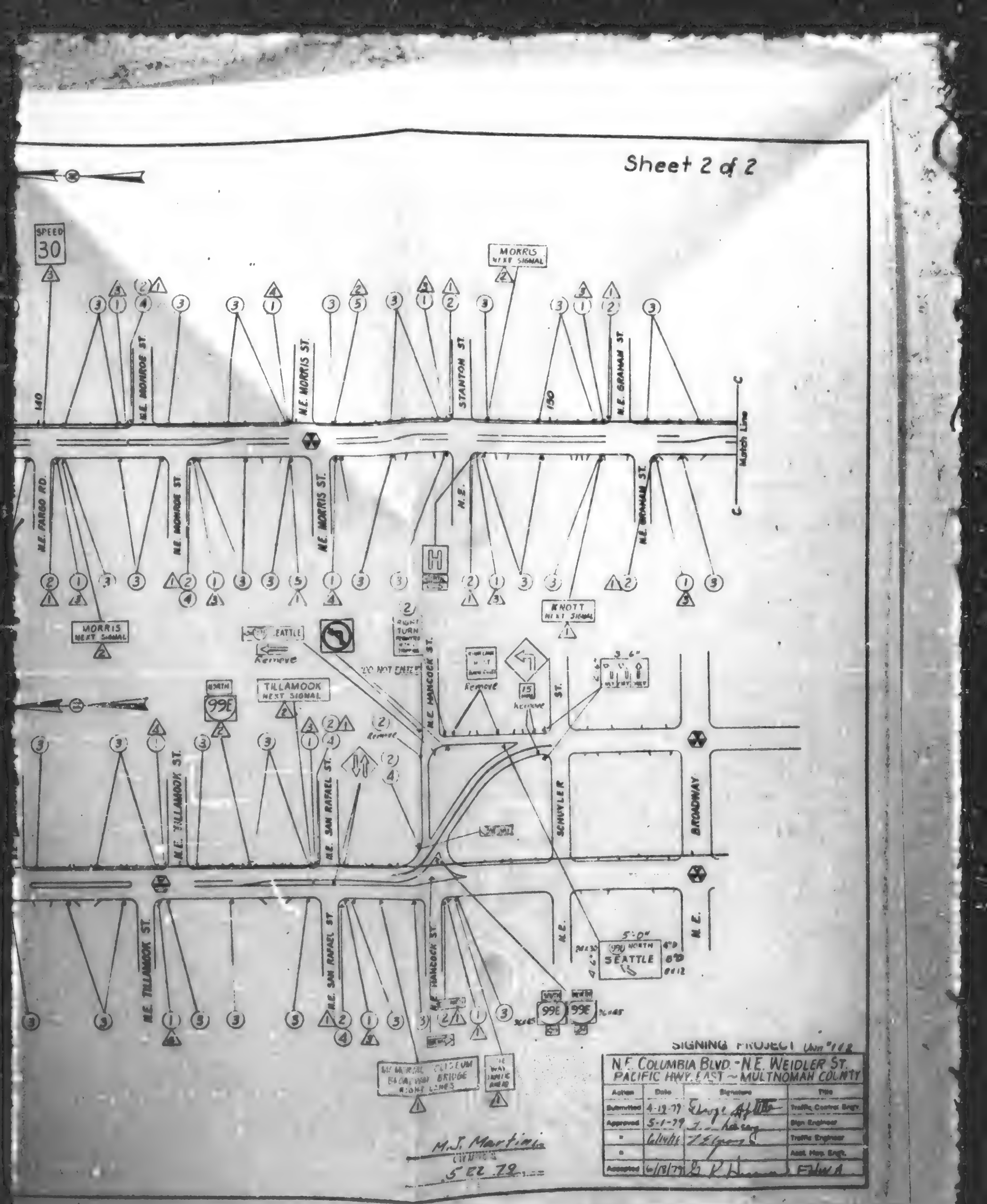
99E

SIGNING PROJECT

N.E. COLUMBIA BLVD. - N.E. WEIDLER
PACIFIC HWY. EAST - MULTNOMAH

Action	Date	Signature	
Submitted	4-17-79		Traffic
Approved	5-1-79		Sign E
"	5/14/79		Traffic
"			Asst. H
Accepted	6/18/79		E

M.S. Martin
5-22-79



SIGNING PROJECT Un-112

N.E. COLUMBIA BLVD. - N.E. WEIDLER ST.
PACIFIC HWY. EAST ~ MULTNOMAH COUNTY

Action	Date	Signature	Title
Submitted	4-19-79		Traffic Control Engr.
Approved	5-1-79		Sign Engineer
"	6/14/79		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	6/18/79		FHWA

M.J. Martinis
CHAIRMAN
5 22 79

9062

1-E

ROAD DESIGN SECTION 378-6558

June 21, 1979

K. D. Limbocker
Metro Design Engineer

W. E. Cole
Design Engineer Supervisor

N.E. Columbia Blvd.-N.E. Weidler St.
[redacted] East
Multnomah County

Following are preliminary cost estimates for the above named project as per your request.

The estimates include right-of-way costs and 20% construction engineering and contingencies. They also include a 9% per year inflation factor calculated to the current schedule date.

UNIT	ESTIMATE	SCHEDULE DATE
#1-Killingsworth-Tillamook	$3,785,559.00	August, 1979
#2-Tillamook-Broadway	999,392.00	May, 1980
#3-UPRR Bridge-Killingsworth	2,626,972.00	Sept., 1980
TOTAL	$7,411,923.00	

NOTE: Increased illumination and asphalt concrete estimates account for approximately $1,250,000 of the increase in the total estimate.

mw
cc: Bob Gettis

Vorstoog
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 22 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ___/___/___
Action

9062

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 8, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 90225
Project No. IX-9809(5)
NE Col. Blvd.-NE Weidler Section
Unit 1
Pacific E. Highway (Union Ave.)
Multnomah County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on August 23, 1979.

We request transfer of Interstate Substitution General Funds for construction of the subject project as we intend to request PS&E authorization August 1, 1979. This action will involve an estimated total cost of $3,110,000 with Federal funds in the amount of $2,643,500.

This request is based on the August 5, 1977 letter to you from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Reg. 1
Gary Zehner, w/att.

N H

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

June 8, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 | REPORT NUMBER (19)(20) | PROJECT LOCATION (45 typewriter spaces) 21 55: SR 99E, NE Killingsworth to NE Tillamook (Portland) | ADT | PRESENT 20,500 | FUTURE 26,000 (66) | YEAR 99 (70)(71)(72) | REGION 10 | STATE NAME Oregon

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62: Gr., Dr., H.T. Pave, Illum., Traffic Signals | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV. AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(75) | PROJECT NUMBER: PREFIX LETTER(S) IX- (14 23) | NUMBER 9809 (7)

CARD 4 | CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded | COUNTY NAME: Multnomah

NAME OF URBAN AREA (17-31): Portland | ROUTE NO. U | FEDERAL-AID 9809 (32) | STATE 1E* (36)(37) | U.S. ---

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS 85% (67)(76)	STATE FUNDS	OTHER FUNDS City
1												
5					PE							
5					ROW							
5					CONST (CODE) 6103 Y030 Y031 Y060		"NE Columbia Blvd.-NE Weidler Section, Unit 1"	1.75	3,110,000	2,643,500		466,500
								1.75	3,110,000	2,643,500		466,500

(116) (123)(124) (93)

CARD 1 | CODE 1 | PREPARED BY: JLG | PROJECT TOTALS

1 | 14 | PROGRAM APPROVAL DATES: 10-18-78

REMARKS: Additional Data: Item IX-9

*Union Ave.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

June 8, 1979

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces): R 99E, NE Killingsworth to NE Tillamook (Portland)

ADT: PRESENT 20,500 | FUTURE 26,000 | YEAR 99

REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 | APPN CODE: 823 | ITEM NO.: 90225

DESCRIPTION OF WORK (35 typewriter): ve, Illum., ic Signals

NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): IX- | NUMBER: 9809 | SEQ. NO.: (5)

T. Projects Only: POST 20. | DESIG.

DESCRIPTION: tutions General Funded

COUNTY NAME: Multnomah | CODE: 051

ROUTE NO. U | FEDERAL-AID: 9809 | STATE: 1E* | U.S.: ---

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
PE								Utility adjustment as required.
ROW								
CONST (CODE) 6103 Y030 Y031 Y060		"NE Columbia Blvd.-NE Weidler Section, Unit 1"	1.75	3,110,000	2,643,500		466,500	ROW-80' normal; Access Control-partial; Parking Restrictions-Complete
BY JLG		PROJECT TOTALS	1.75	3,110,000	2,643,500		466,500	

APPROVAL DATES 10-18-78

*Union Ave.

REMARKS: Additional Data: Item No. 71443; Project No. IX-9809(1).

over

USCOMM

NE Columbia Blvd.-NE Weidler Section, Unit 1
Project No. IX-9809(5)

Existing Facility: Curbed section 56' wide providing four bituminous travel lanes with parking each side and having 12' walks on both sides. 9 signalized intersections all interconnected 2-phase signals.

Adjacent Sections:
N. End -- 50' curbed section providing 4 bit. surf. traf. lanes.
S. End -- 56' curbed section providing 4 bit. surf. traf. lanes with parking each side.

Project Data: The work consists of grade, drain, high-type pave a 58' curbed section accommodating four traffic lanes with a median (var. 10' to 12') area. Install traffic control signal at Skidmore Street and add left turn phase at seven intersections. Install illumination, perform landscaping and incidental work common to this type of project. Adjust utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Final Negative Declaration approved by FHWA on February 22, 1979.

FHPM 4-1-4 Requirements:
a) State Clearinghouse - A-95 review conclusions dated August 16, 1977.
b) District 2 Clearinghouse - Satisfied by inclusions in CRAG TIP A/E.

FHPM 7-7-5 Requirements:
1) Public Hearings - None required under Oregon Action Plan.
2) Location/Design - Granted February 22, 1979 under FND.

Data for PR-37:

Roadway
Hwy. Lighting
Traf. Signals
Utilities

Note: 1) This proj
2) Included
3) On-the-jo
7-2(2), o
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ding four bituminous
' walks on both sides.
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rf. traf. lanes.
rf. traf. lanes with

, high-type pave a
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signal at Skidmore
tions. Install
work common to this

opments, Historical

tion approved by FHWA

ns dated August 16,

lusions in CRAG

n Action Plan.
under FND.

Data for PR-37:

Roadway	(Type Code 6103)	$2,445,000
Hwy. Lighting	(Type Code Y030)	184,000
Traf. Signals	(Type Code Y031)	431,000
Utilities	(Type Code Y060)	50,000

Note: 1) This project is in Congressional District No. 3.
2) Included in CRAG (MSD) FY 79 TIP A/E on page 132 as No. 293.
3) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on the project will be determined at PS&E stage and the number stipulated in the PS&E documents.

9062

1-E

STATE OF OREGON

ROAD DESIGN SECTION — DEPT.

378-6558 — TELEPHONE

INTEROFFICE MEMO

REFERRED TO
BY FINAL DESIGN ENGINEER
Return Blueprints to File Copy by
Head Dsgn Engr
Walton
Hudson
Gulick
Shoudammeyer

DATE: June 7, 1979

TO: MEMO TO THE FILES

W. E. Cole

FROM: W. E. Cole
Design Engineer Supervisor

SUBJECT: N.E. Columbia Blvd.-N.E. Weidler St. ~~(Unit 1)~~
~~Pacific Highway East~~
Multnomah County

Re: Salvaging Materials for Recycled Asphalt Base Material

Vestergaard
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
JUN 0 8 1979
ROAD DESIGN SECTION

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With reference to Christensen's letter dated May 25, 1979, and M.W. Stovall's reply dated June 4, 1979, (both enclosed) I offer the following comments.

This date I called District Engr. M. D. Payne and he indicated to me that the cost of cold planing the salvable material would be $0.00 when the value of the materials stockpiled was considered. We have been told by the Cost Analysis people that stockpiled asphalt concrete material has a value of approximately $5.00-$8.00/ton and the cost to cold plane, haul and stockpile is $10.00/ton. If you cost out recycling this stockpile material, other values contradict this statement.

Recycling Asphaltic Conc. Pavement 28,000 Ton or 15,000 CY

Recycle Cost:

Cold Plane, Load, Haul & Stockpile 188,411 sq. yd. @ $2	$376,822.00	
Rip, Load, Haul, & Stockpile 65,000 sq. yd. @ $1.50	- 97,500.00	
Cost to Cold Plane =	$279,322.00	$279,322.00
Cold Planing		
Asphalt Cement 28,000 x 2% x $110 (560 ton)		61,600.00
New Agg. 28,000 x 25% x $5 (7,000 ton)		35,000.00
Asph. in new Agg. 7,000 x .065 x $110 (455 ton)		50,050.00
Mix, Haul, Place 35,000 x $7.50		262,500.00
		$688,472.00

$688,742.00 ÷ 35,000 = $19.67 ton

New Material Cost:

Asphalt Concrete with 6½% = $21.15 ton

Unit costs were obtained from Ed Johnsen. Ed emphasized that they are approximate only and if recycling is being considered we should go back to Cost Analysis for more in-depth costing.

WEC:cj
cc: Bob Gettis

9062

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 6, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 90221
Project No. IX-9809(4)
NE Columbia Blvd.-NE Weidler St. Sec.
Multnomah County

Enclosed is data for the subject project.

I request the following:

1) Approval of the enclosed January 18, 1979 relocation plan for the project.

2) Authorization to proceed with all phases of right-of-way acquisition at an estimated total cost of $174,000 with an obligation of $147,900 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed copy of right-of-way map IR-4-690.

Within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available or provided for displaced individuals and families who are initial occupants or adequate replacement dwellings will be available or provided for displaced individuals and families who are subsequent occupants for each displaced person on this project. Relocation assistance will be provided from the Metropolitan Right-of-Way Office at 5821 NE Glisan St.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

CL:dmc
Enc.
cc: M. Klotz, Metro
J. B. Boyd
F. Lowe
H. Zehner

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R20

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 6, 1979

CARD	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65		PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME
2		SR 99E, NE Columbia Blvd. to NE Weidler (Portland)	ADT	20,500	26,000	99	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14–23	NUMBER 7
3	Right-of-Way Acquisition								IX -	9809

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
4	Interstate Substitutions General Funded	Multnomah

NAME OF URBAN AREA (17-31): Portland

ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S.
U	9809	1E	---

CARD	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(76)	STATE FUNDS	OTHER FUNDS
5					PE		"Columbia Blvd.- Weidler St. Section"					
5					ROW			3.35	174,000	147,900	---	26,100 (City)
5					CONST (CODE)							
							PROJECT TOTALS	3.35	174,000	147,900	---	26,100 (City)

CARD	CODE	PREPARED BY	
1	1	CL	

		PROGRAM APPROVAL DATES	
1	14	October 18, 1978	(10) (23)(24) (33)

REMARKS: Additional Data see ite
Project No. IX-9809(

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

June 6, 1979

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
R 99E, NE Columbia Blvd. to NE Weidler (Portland)	ADT	20,500	26,000	99	10	Oregon	41	823	90221

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
quisition								IX -	9809	(4)		

S	COUNTY NAME	CODE	PROGRAM STAGE
titutions General Funded	Multnomah	051	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9809	1E	----

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
OW		"Columbia Blvd.- Weidler St. Section"	3.35	174,000	147,900	---	26,100 (City)	
ONST (CODE)								ROW-80' Normal; Access Control-Partial Parking Restrictions-Complete
	CL	PROJECT TOTALS	3.35	174,000	147,900	---	26,100 (City)	

APPROVAL DATES: October 18, 1978

REMARKS: Additional Data see item 71443, Project No. IX-9809(1).

over

NE Columbia Blvd.-NE Weidler Section
Project No. IX-9809(4)

Project Data: Work under this project consists of right-of-way acquisition all phases including relocation assistance and payments as required for the future construction to provide a four lane facility with 10' to 12' median to accommodate left turn movements.

FHPM 7-7-2 Requirements: Final negative declaration approved by FHWA on February 22, 1979.

FHPM 7-7-5 Requirements:
a) Public Hearings - Held on September 13, 1978.
b) Location/Design - Approved on February 22, 1979.

Data for PR-37: Relocation Assistance
Moving Costs 2 businesses $6,000

NOTE: 1) This project is in Congressional District No. 3.
2) Included in MSD FY 79 TIP as item 293 page 132.

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 4, 1979

FILE:

FROM: M. W. STOVALL
Region Maintenance Engineer

TO: D. O. CHRISTENSEN
Final Design Engineer

SUBJECT: NE COLUMBIA BLVD.-NE WEIDLER ST.
(UNIT 1)
Pacific Highway East
Multnomah County

We agree in stockpiling removed pavement materials for future use. We already have several stockpiles of materials removed by the cold planing method.

We would expect that the material on this project will be removed by cold planing and request that it be stockpiled at our site located near the intersection of Swift Avenue and Union Avenue adjacent I-5.

REFERRED TO
Board ___ Staudenmayer ___
Cole ___ Sample ___
Eriksen ___ Watson ___
Hager ___ Dorn ___ Lau ___
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg ___
Anderson ___
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MWS/gw
cc: Maury Payne

MINNESOTA FREEWAY

PACIFIC HIGHWAY

MULTNOMAH COUNTY

MARCH, 1964

5C 5D 5E 5F 5G	Profile (Delta Park Interchange)
5H, 5J	Contour Grading Plan (Delta Park Interchange)
5S 5S-A	Plan (Delta Park Interchange Continued)
6	Plan & Profile (Delta Park Interchange Continued)
6A	Profile (" " " ")
7	Plan & Profile (" " " ")
8	Plan & Profile (Columbia Blvd. Interchange)
8A 8B	Profile (" " ")
8S	Plan (Columbia Blvd. Interchange Continued)

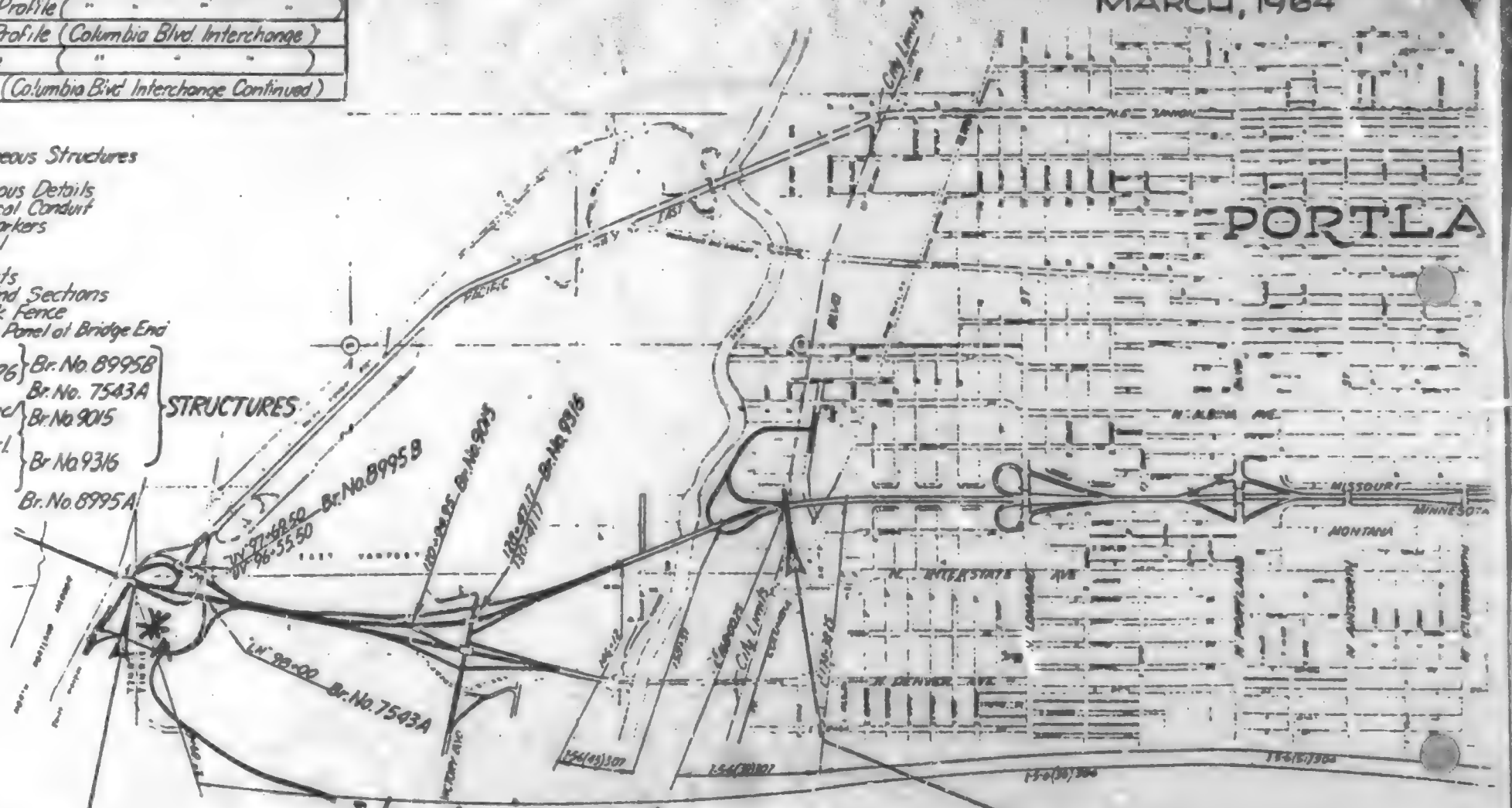
Drg. Nos.

2050
2050A } Miscellaneous Structures
2051
2077-Miscellaneous Details
IR72086-Electrical Conduit
2085-Traffic Markers
2092-Guard Rail
2105-Inlets
2106-Guide Posts
2107-Culvert End Sections
2117-Chain Link Fence
2010-Reinforced Panel at Bridge End

19364-19366, 18814, 14660, B-26 } Br. No. 8995B
19367 – } Br. No. 7543A
19358-19360 Incl. } Br. No. 9015
15552, 19613-19619 Incl., 19656, 18814, 14660, B-26, B-70, B-26 } Br. No. 9316
Br. No. 8995A
} STRUCTURES

S-1, S-1A, S-2, S-2A, S-2B, S-3 – S-7 Incl., S-7A, S-8, S-11, S-15, S-17, S-311, S-311A, S-311B, S-312 – S-314 Incl., 19631-19636 Incl., 19481, 19482, 19489 } SIGNING

1913, 1913-A, 1914-1916 Incl., 1474, 1475, 1476 } ILLUMINATION



BEGINNING OF PROJECT I-5-6(52)307
STA. 89+63

END OF PROJECT I-5-6(5.
STA. 168+00.25

Sketch Map
Scale 0 1000 2000 Ft

9062

Ptld

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services DEPT. 238-8231 TELEPHONE

DATE: June 4, 1979

TO: J. H. VERSTEEG
Design Engineer - Salem

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: N.E. Union Avenue
Unit 1
Storm Drainage

Herewith a copy of a letter from Norm Donaldson, Project Manager for the City of Portland.

This office is in basic agreement with the proposal with the possible exception to provision for overflow on the sump.

Clarence Eshelman, Region Geologist, will do the percolation tests at North Webster Street, North Roselawn Street, and North Killingsworth Street.

pq

Attachment

REFERRED TO
Board Stoudenmeyer
Cole Sample
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BY FINAL DESIGN ENGINEER

Versteeg
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1E

ROAD DESIGN 378-6558

June 1, 1979

Max Klotz
Technical Services Engineer

W. E. Cole
Design Engineer Supervisor

Bus Passenger Shelters
N.E. Columbia Blvd.-N.E. Weidler St. (Unit 1)
Pacific Highway East
Multnomah County

ATTN: Chuck Pietrok

Reference to Bob Gettis' conversation with Chuck Pietrok on 5-29-79 concerning Tri-Met's request that the furnishing and installation of bus shelters and the removal and reinstallation of existing bus shelters be contract bid items.

If this is to be accomplished, additional information is needed by this office:

1.) Existing shelter, type "A" or "B"?

2.) A list of existing shelters to be reinstalled or replaced with a different type.

3.) Need detailed drawings of the type of shelter to be furnished by contract.

4.) Is there a detail for shelter attachment to existing sidewalks? If not, which foundation type is preferred for each type shelter?

5.) According to a letter dated 3-16-79 from Peter Tryon, Tir-Met will replace a previously existing bus shelter at Failing St. (Inbound) Is this still valid or will it become a part of the contract?

6.) Estimate of cost on bus shelter work, including all related work.

Please furnish this information no later than June 8, 1979; critical week is fast approaching.

RG:ej
cc: Bob Gettis
Norman Donaldson, City of Portland

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STATE OF OREGON

HIGHWAY DIVISION
DEPT.

378-6558
TELEPHONE

INTEROFFICE MEMO

DATE: May 25, 1979

TO: Ed Hardt
Region I Engineer

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: N.E. Columbia Blvd.-N.E. Weidler St. (Unit 1)
Pacific Highway East
Multnomah County

With severe shortages in various natural resources, in particular petroleum and aggregate sources, the ability to recycle old or discarded asphaltic concrete pavement can be a significant value in conserving energy, natural resources and eliminates the necessity of locating disposal sites.

Recycled asphalt pavement requires about 75% less asphalt cement than does virgin materials. These savings are in the best interest of the public.

With this in mind, consideration should be given to the desirability of stockpiling the removed pavement materials for future use. Factors that should enter into such a decision are the quality and quantity of the salvable material, the possibilities for future use, and the proximity to an environmentally acceptable storage area.

We have estimated approximately 15,000 cubic yards of asphaltic concrete pavement (involving 1,000 cubic yards of temporary sufacing used in stage construction) and 5,000 cubic yards of portland cement concrete pavement that could be salvaged on the subject project. Also Units 2 & 3 has approximately 9,000 cubic yards of asphaltic concrete and 4,500 cubic yards of portland cement concrete.

Have you contemplated salvaging this material for future use in base material or would it become the property of the contractor? If the latter is the case, would the City of Portland be interested in these salvable materials?

Exist. 10" to 12" AC
6" PCC
? Aggr. c.k.

WEC:cj

cc: Max J. Klotz
C. T. Keasey

Ed Hardt
7-1/653-3090

Maury Payne
653-3086
Mike Stovall
653-3090

Max Klotz
7-1/238-8231

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF PUBLIC WORKS ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

May 29, 1979

Ken Limbocker
Chief of Design
Metro Office - ODOT
5821 NE Glisan
Portland, OR 97213

RE: NE Union Avenue (Unit 1) - Storm Sewer System

Dear Ken:

Reference the three alternates proposed May 11 by Duane O. Christensen of Final Design to Don Adams.

It is the City of Portlands' recommendation that Alternate No. 1 be used, modified as follows:

1) Use type "A" curb where roadway grade is less than 0.4%.

2) Use 0.04'/ft cross slope on the outside (curb) travel lanes.

3) North of Alberta Street, use our standard precast sump in lieu of manholes, modified as per the attached plan "Precast Sump Section." The usage of sumps needs to be verified by making permeability tests. We do not recommend an overflow from the sumps because the existing storm sewer is a combined storm and sanitary system. For further information on this recommendation, please contact Ray Sims in our Bureau of Sanitary Engineering at 248-4209.

Very truly yours,

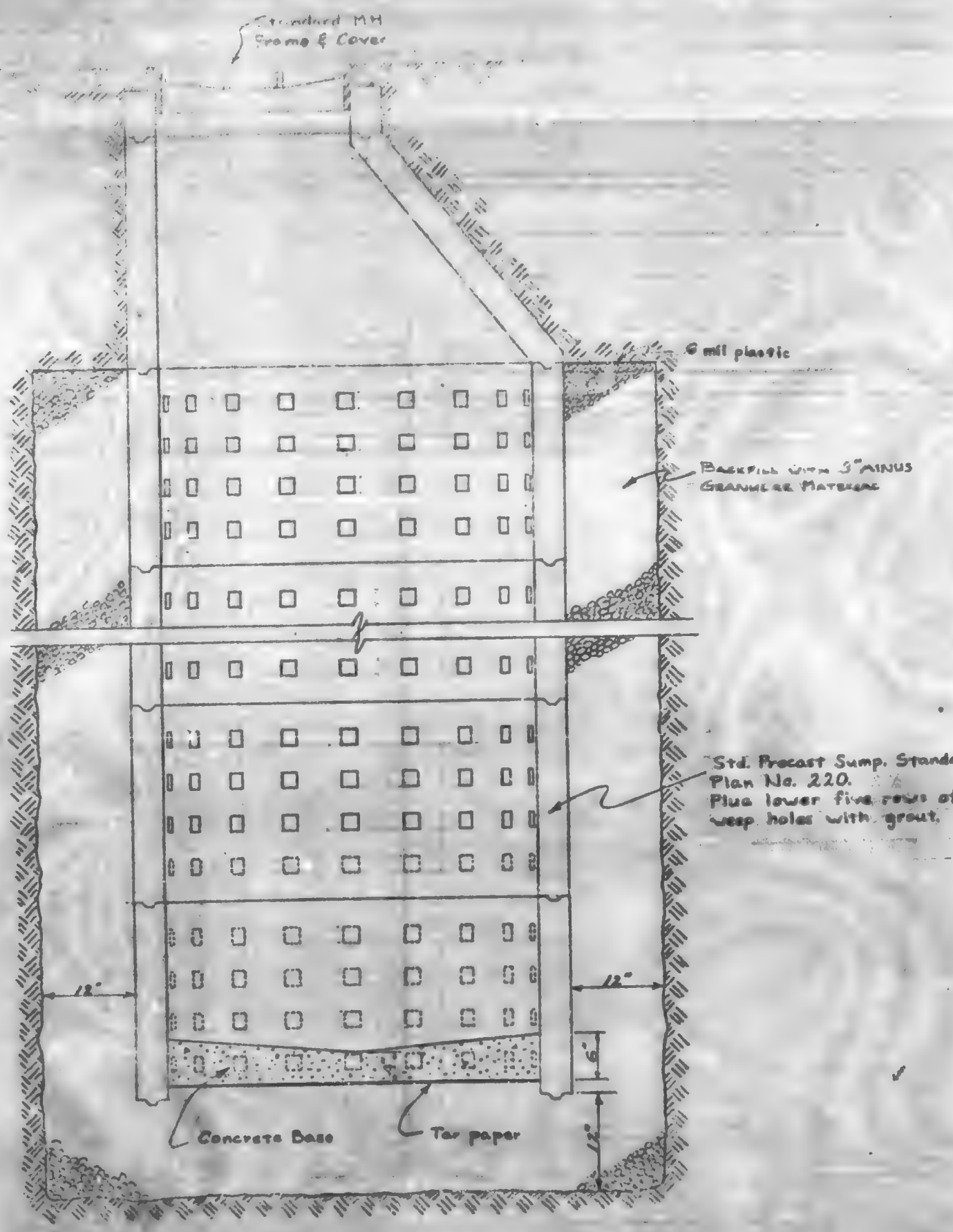
Norman B. Donaldson

Norman B. Donaldson, Project Manager
Bureau of Street & Structural Engineering

NBD/pn

Enclosure

NOTED
K. D. LIMBOCKER



PRECAST SUMP SECTION

SCALE: 1"=1'-0"

9062

1-E

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
May 11, 1979

Duane O. Christensen
Final Design Engineer

Don Adams
Project Development Manager

N.E. Columbia-N.W. Weidler (Unit 1)
Pacific Highway East
Multnomah County

Re.: Storm Sewer System

The storm sewer design problem on the subject project as narrated below was discussed by Bill Cole, Ken Limbecker and Norman Donaldson at the City of Portland on May 1, 1979.

Background:

The existing facility has a parking lane on each side of the roadway so gutter flow widths of seven or eight feet presently occur without causing any problems.

The planned facility eliminates the parking on both sides and includes twelve foot outside travel lanes with no shy distance to the face of the curb.

If no additional inlets are added to the existing system, gutter flow widths of up to eight feet will occur, based on a two-year frequency rainfall intensity. This could create quite a "splash" problem on the adjacent sidewalks.

Attached are three alternates for improvement of the existing system. All three are based on a two-year frequency rainfall intensity and the assumptions that there will be a one-hundred foot width contributing runoff to the inlets and that the existing trunk line is not undersized.

Alternate No. 1 includes the use of type "C" curb, 4' maximum gutter flow width and 0.03'/ft. cross slope on the outside (curb) travel lanes.
Estimate: $87,000.00

Alternate No. 2 includes the use of type "C" curb, 3' maximum gutter flow width and 0.04'/ft. cross slope on the outside (curb) travel lanes.
Estimate: $109,000.00

Alternate No. 3 includes the use of type "A" curb, 2' maximum gutter flow width and 0.04'/ft. cross slope on the outside (curb) travel lanes.
Estimate: $265,000.00

This project is scheduled for the August 23, 1979 letting. Please review the alternate designs and give us your recommendations by May 28, 1979, at the latest.

WEC:mw
cc: Norman Donaldson,
City of Portland
W. E. Cole
Attachments

Vorsteeg ✓
Anderson
Christensen
Olson
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RECEIVED
MAY 11 1979
ROAD DESIGN SECTION

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Return To
Bring Up
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9062

1-E
Union Ave.

STATE OF OREGON

INTEROFFICE MEMO

METRO TECHNICAL SERVICES
DEPT.

238-8231
TELEPHONE

TO: J.H. VERSTEEG, Head
Design Engineering

DATE: May 8, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: NE Columbia-NE Weidler
Pacific Hwy. E [illegible] Ave.)
Multnomah County
Prefix 26-1905 (100)

Enclosed you will find copies of our detail maps on which the City of Portland has placed their preliminary design for permanent illumination, street-tree plantings, and common utility trench.

There are four street lights inadvertently placed in driveways. These lights have been highlighted on the plans. Metro has requested the city to review these four lights and to relocate them. We feel the final design can proceed and the revisions will be sent to you when complete.

Metro is not in agreement with the city on street tree placement. The city is reviewing this proposal and will submit revisions. Nothing should be done with these tree placements at this time.

The city's suggested specification for street lights, trees, traffic signals and utility trench are forthcoming.

The City-State agreement calls for the State to perform all preliminary engineering with the exception of traffic signals, which is a City obligation. The enclosed preliminary plans were done by the City at the request of Metro.

GK:js

Attachment

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Christensen
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MAY 10 1979
ROAD DESIGN SECTION

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Detail maps & letter (Copy) to Br. Sec.
5-11-79
Doe

4/27/79

GARY KENNON : Union Avenue
ROB DUNN

THE Street lighting plans shall include the Street tree planting

△ INDICATES Twin ORNAMENTAL

ALL ⊡ INDICATES STREET TREES

ALL ○ INDICATES RELISED 250watt HPSV (Existing)

ALL ⊗ INDICATES NEW 400 WATT HPSV

———— INDICATES 250 WATT HPSV LATERAL

- - - - - - INDICATES Twin ORNAMENTAL LATERAL

▬▬▬ INDICATES Common TRENCH

9062

1-E

HIGHWAY DIVISION 378-6558

May 7, 1979

J. E. Boyd, Manager
Right of Way

J. H. Veretaag
Road Design Engineer

Files 50559 & 50560
N.E. Columbia Blvd.-N.E. Weidler St.
[redacted] Highway No. [redacted]
Multnomah County

Attached are descriptions for two files (four parcels), an authorization, and prints for the subject project, scheduled for the fiscal fourth quarter, 1980.

[redacted]

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Description Engineer

WHW:cj
Attachments

9060

26-1905
(130)

MA PDE PDE TSE SPC
ODOT - METRO
APR 30 1979
AM PPS ebj FILE

5.2.77

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF PUBLIC WORKS ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

April 26, 1979

DON ADAMS
ODOT -METRO
5821 NE GLISAN ST
PORTLAND OR 97213

RE: Union Avenue/Columbia Boulevard to Broadway Project Agreement

Dear Don:

The attached sheet lists the changes we believe should be made to the proposed Union Avenue project agreement prior to our submitting it to the Council for approval. I believe you have discussed these changes with John Lang.

I am returning the copies of the proposed Union Avenue Project Agreement you sent to us for Council approval. When you have rewritten the agreement, we will prepare an Ordinance authorizing Council execution.

Sincerely,

L. David Hill

L. David Hill, Engineer III
Bureau of Street and Structural Engineering

STR:mmc

Attachment (1)

Enclosures (5)

cc: John Lang
Norm Donaldson

PROJECT MANAGEMENT
TME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MY 2 1979

TAA Holmes File: PM FA LG OP

From Metro JON ROSE Date 5/2/79

T [redacted]

[redacted] Traffic Region 1

Comments: Before the City will sign the Union Ave. agreement several changes must be made. Please be guided by sheet marked ☆ including notations in red.

Jon Rose.

9062

15

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 1st 1979

FROM: Bob Gettis

SUBJECT: N.E. Columbia Blvd-N.E. Weidler St. (Unit 1) Sec. Pacific Highway East Multnomah County

TO: The Files

Reference J. H. Versteeg's letter to Duane Christensen dated April 19, 1979.

There are several items that cannot be included in the project plans until Design and Engineering data have been received from Metro.

No data has been received to date on the following items:

Bus Shelters
Utility Trench
Trash Containers
Drinking Fountains

Insufficient data has been received on the disposition of existing freight elevators.

As this project is scheduled for an August, 1979 letting; time is of the essence.

mw
cc: Max Klotz
Duane Christensen
Bill Cole

REFERRED TO
Beard, Cole, Erikson, Hager, Staudenmayer, Sample, Watson, Dorn, Lau, Discuss, Do, File Copy, Due, Return
BY FINAL DESIGN ENGINEER

Vertrees, Anderson, Christensen, Olson, Sullivan, Terpin, Trout, Wakerlig

RECEIVED
MAY 0 1 1979
ROAD DESIGN SECTION

Do Not File, Return To, Bring Up, Action

5-1-79
Called Klotz 5-1-79. Asked him to pursue above and get info to us in next couple weeks
Don

9062

26-1905

STATE OF OREGON

INTEROFFICE MEMO

METRO TECHNICAL SERVICES DEPT. 238-8231 TELEPHONE

TO: J.H. VERSTEEG, Head
Engineering

DATE: March 28, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Union Avenue Project
Landscaping
Ground Cover and Trees

The [redacted] has requested that the state design the median landscaping for the subject project.

Enclosed is a meeting memo from Peter Tryon, Union Avenue Project Manager for the City of Portland, indicating the City thinking regarding tree type, size and placement. Also a letter from Tryon to Chuck Pietrok indicating preferred ground cover and tree type.

There still remains some question regarding the species of tree and the mature size when related to the "minimum" size of the raised median. Therefore, a review meeting should be held with the City when the initial plans are completed.

encl.

js

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
APR 02 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

March 21, 1979

Noted By Chuck Pietrok
3-23-79

Mr. Chuck Pietrok
Department of Transportation
Highway Division
5821 NE Glisan
Portland OR 97213

Dear Chuck:

Re: NE Union Avenue Project - Landscaping: Ground Cover & Trees

Ground Covers

The City's Bureau of Parks has selected ground cover plant material for the median area:

Hedra Helix
English Ivy

Attached is a memorandum from the City Bureau of Parks.

The State should prepare appropriate landscaping Design & specifications for installation and maintenance of this plant material and the necessary irrigation system.

Trees

The City's Street Tree Advisory Committee has selected prepared criteria for selection of a median tree. These criteria were discussed at a meeting held in February and are appropriate for the Union Avenue Project. The Street Tree Advisory Committee met on March 15, 1979 and selected a tree species for this project:

Red Oak

The project will need to purchase 156 Red Oaks based on analysis described in the attached memorandum. The City Bureau of Parks may have 156 ± Red Oaks available in the City's tree nursery. If so, then this project should purchase all the trees from the City as part of Phase I construction contract costs and begin planting in the Fall of 1980.

Because the City will be responsible for maintenance of these trees, the City Forester will prepare the necessary specifications for installation and maintenance of these trees and any necessary irrigation system.

Please forward this information to your design sections in Portland and Salem. If there are any questions, please call Norm Donaldson at 248-4009.

Sincerely,

Peter D. Tryon
Union Avenue Project Manager

PDT:ms

Attachments

cc: Doug Bridges - Park Bureau
Jackson Davis- Park Bureau
Alex Wynstra - Park Bureau
Street Tree Advisory Committee
Norm Donaldson-Design Engineering

PORTLAND OREGON

INTEROFFICE MEMORANDUM

Portland Parks and Recreation

DATE: February 20, 1979

TO: Peter D. Tyron
Department of Public Works

FROM: Douglas Bridges, Superintendent
Bureau of Parks & Recreation
By: Jackson Davis, Director of Horticulture

SUBJECT:

The ground cover plant materiai for Union Avenue median should be Hedra helix and English ivy.

r

cc: Douglas Bridges

February 12, 1979

MEMORANDUM

TO: File

FROM: Peter D. Tryon

SUBJECT: Union Avenue Project - Median Trees

Analysis: February 2, 1979 by PDT.

- Scaling directly from ODOT 1:50 map.
- Maintaining minimum 25' from ends of raised medians

Area	No.of Trees	Number of Locations	Trees per Location
Curve	10	2	5
Schuyler-Wygant	65	11	6
Wygant-RR Bridge	67	14	5
Total	142	27	5

Additional Purchase For Replacements = 10% = 14

Total Trees to Purchase = 156

Alex Wynstra has recommended round headed or globe trees for NE Union Avenue:

Crimean Lynden
Scarlet Oak
Red Oak
European Beech

February 12, 1979

TO:

FROM: Peter D. Tryon, Union Avenue Project Manager

SUBJECT: NE Union Avenue Project
Median Trees and Utility Trench

Meeting: Thursday, February 4, 1979
City Engineer's Office
Attendance: See List

Median Trees

Alex Wynstra recommended the following criteria for Union Avenue street trees:

Height: 60' - 70'
Spread: 20' - 25'
Spacing: 50'+
Branch Clearance: 14'
Planting Size: 3" minimum
Types: Round headed or Globe: Crimean Lynden
Scarlet Oak
Red Oak
European Beech

Trees selected would have a fiberous root system which would create the least problems for utilities and sidewalk damage. When planted, trees will have a 44" diameter root ball and mature roots will generally extend downward only 36".

Commissioner Schwab may still have some concerns about median trees. ODOT has written a letter supporting the concept of median trees. Peter Tryon will forward copies to Doug Bridges, Alex Wynstra, and John Warner.

Jim Wilson, traffic signals, wants to be sure median trees not block motorists views to signal heads which are mounted at 16'. Peter Tryon stated that due to 80' length of left-turn slots, plus 25' set back from the end of the median, the median trees will generally be at least 100 ft. from the intersection. This is satisfactory to traffic signals.

Median trees will not create a conflict with street lighting. Lighting will be from both sidewalks and light each side of the street separately.

Sidewalk Trees

Height: 30'
Spread: 12' - 15'
Spacing: 30'+ (25' from intersections)
Branch Clearance: 14'
Planting Size: 2"-3" minimum
Types: Columnar or pyramidal

Because of a very limited budget and no local interest in sidewalk trees, no project money has been budgeted for sidewalk trees. Wynstra would really like to see a continuous sidewalk tree planting program. Peter Tryon stated the business community has not been supportive of sidewalk trees; attitudes vary from no interest to adamantly against sidewalk trees. Wynstra stated sidewalk tree spacing could be increased to overcome business concerns about views to business fronts and signs. Warner wants the street lighting staff to try to design a system which will allow for future sidewalk trees. O'Donnell stated he will design such a system.

901-2

3-16-79
Advised Parker Tryon re agreement to Metro today
City Match
Mt. Hood

3-15-79
PETER TRYON 248-4528

He wanted status of agreement and future Maintenance responsibilities of Union Ave. Metro had draft agree. for 3 months, it is being typed in final form and will be sent first part of next week. Maintenance of Union thru will be City responsibility upon completion of project. They have had R/W services agreement signed since last September, but can't acquire R/W until Construction Fixture agreement is signed. Advised Dave Mashburn as requested.

9062

DATE: March 15, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

Columbia-Willamette S.C.

SUBJECT: Interstate Transfer Project Requests
and Project Cancellation

On the Consent Calendar for the March 27 meeting will be three requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway and a request to cancel a previously approved project.

Portland is requesting a $5,133,000 project to undertake the right-of-way and construction phases for improvement of a 3.23 mile segment of N.E. Union Avenue. The preliminary engineering phase of the project was previously approved by the Commission on June 21, 1977.

The request from Clackamas County is for a $172,000 project to widen and improve the intersection of Oatfield Road and Jennings Avenue.

Washington County's request is for a $72,000 project to provide channelization and left-turn signal phases on Walker Road at Cedar Hills Boulevard.

Cancellation of a previously approved project to construct a connection between Milwaukie Avenue and McLoughlin Boulevard is being requested by the City of Portland.

Interstate Transfer funds for these projects are estimated at $4,576,610, with Local Government providing all of the required $801,390 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval and request authorization to sign the necessary agreements for and on your behalf.

Attachment

GEZ:pf
bcc: F. B. Klahoe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
V. E. Skoog
E. L. Hardt
George Bell
C. W. Head
D. H. Moehring
C. T. Kensey
R. N. Bothman
J. H. Verstaeg
G. W. Wimer (3)

DRAFT FOR KLABOE'S CONSIDERATION

9062

Proj Management Copy 5

March 14, 1979

The Honorable Victor Atiyeh
State Capitol Building
Room 207
Salem, Oregon 97310

Dear Governor Atiyeh:

Subj: Thomas Kennedy Concern
Through Governor's Office, Feb. 29
re: 99E Routing on N.E. Union Ave.

The N.E. Columbia Blvd.-N.E. Broadway Section of N.E. Union Avenue is scheduled for reconstruction with Interstate Transfer Funds. The draft negative declaration was circulated August 3, 1978 and approved February 22, 1979. A Corridor-design hearing was held September 13, 1978 with the Portland City Council selecting median Plan II and S-curve Plan B November 16, 1978.

A construction finance agreement is needed before proceeding with the next phase of that project. We are currently preparing such an agreement calling for the city to take over this section of highway together with the northerly extension to I-5 and the Vancouver Highway. Union Avenue northerly of Broadway and the Vancouver Highway duplicate and parallel I-5 and Interstate Avenue, both existing state highways.

When we present the agreement to the city for their approval, two items will be under discussion:

1) Removing the 99E route. This is not required by the agreement but is ~~not~~ in keeping with the 99W designation stopping south of Portland.

2) For the city to take over the units of highway described above. This removes parallel highway maintenance from our system and can be done without removing the routing.

Holmes — For your job file

Mahoney

The hearing, March 8, Thomas Kennedy refers to was actually a citizen advisory meeting to update the project status. Mr. Kennedy, in charge of the North Portland Development Commission (PDC) Office, did not attend. Business men at the meeting objected to removal of the 99E routing. Peter Tryon, Project Coordinator for the City of Portland, is writing Metro Engineer R. N. Bothman to that effect.

We are expediting the agreement to our Metro Branch for their negotiation with the city. The city may or may not approve taking of the highway but it is desirable. The routing is not so critical.

Sincerely yours,

F. B. Klaboe, Director
Department of Transportation

GW:dmc
cc: D. H. Moehring
Don Adams, Metro

Rewrite as draft Ltr Gov.

H. S. Coulter
State Highway Engineer

March 13, 1979

Gerald Wimer
Local Government Manager

To

Thomas Kennedy Concern
Through Governor's Office 2-29-79
99-E Routing on N.E. Union Avenue

REFER TO
A.B. Hadaoe
BY STATE HWY. ENGR.

I hope this answers your questions.

The N.E. Columbia Blvd.-N.E. Broadway Section of N.E. Union Avenue is scheduled for reconstruction with Interstate Transfer Funds. The draft negative declaration was circulated August 3, 1978 and approved February 22, 1979. A Corridor-design hearing was held September 13, 1978 with the Portland City Council selecting median Plan II and S-curve Plan B November 16, 1978.

December 8 this office furnished metro a draft Construction-Finance Agreement calling for the city to take over the old route and the extension on the northerly end to I-5 together with Vancouver Highway. That proposed take over was requested by metro. Metro has reviewed the draft and final version is in our typewriter.

The hearing, March 8, Thomas Kennedy refers to was actually a citizen advisory meeting to update the project status. Mr. Kennedy, in charge of the North Portland Development Commission (PDC) Office did not attend. Business men at the meeting objected to removal of the 99-E routing. Peter Tryon, Project Coordinator for the City of Portland, is writing Bothman to that effect.

The basic matters to negotiate with the city before they sign the agreement:

1. Removing the 99-E routing. This is not spelled out in the agreement and is not recommended by Traffic Engineer L. E. George.

2. For the city to take over the units described above. This removes parallel highway maintenance from our system and can be done without removing the routing.

We are expediting the agreement to metro. The city may or may not approve taking over the highway, but it is desirable. The routing is not so critical.

GW:pf

cc: Don Adams

3-13-79

Thomas Kennedy Complaint
99-E Routing on Union

Don Adams says:

Contacted City

Two negotiable points
Remove 99-E
Bulk of Union to City

Peter Tryon — Project Coordinator — Resigned this week
John Long — Not totally opposed

Metro proposed removal 99-E
City may agree
Reminded Don of SE Lange position
Adams says 99-W only end at Tigard

Proposal only to date — No action by City yet
Wants agreement for use in discussion

All hearings held by City before 11-16-78

Jon Rose says:

The 3-8-79 meeting: Citizen Advisory Meeting
Thomas Kennedy not in attendance (black)
in charge @ Portland PDC office
Businessmen object to 99-E removal
Peter Tryon writing Bothman to this effect
Chuck Pietrok attended
Purpose: Update Project status

2/29/79

From: Thomas Kennedy 249-0330

Said in his last conversation with you he asked for you to look into D.O.T. for removal of Oregon State Hwy 99-E from N.E. Union. He has heard nothing and wonders if you placed the request?

In his opinion and N.E. Business Men opinions it would be injustice to do that.. Would no longer permit state involvement in N. E. Portland.

Important to look at it before March 8th -- that is hearing day!

gh

TO Jerry

DATE 3-13-79 TIME 8:35

WHILE YOU WERE OUT

Isabel CALLED

OF

PHONE

TELEPHONED	X	IN PERSON TO SEE YOU	
PLEASE CALL		WANTS TO SEE YOU	
WILL CALL AGAIN		RETURNED YOUR CALL	

MESSAGE Phyllis could not find anything in the file on the Thomas Kennedy complaint

TAKEN BY Pat

RECEIVED
STATE HWY ENGR
MAR 12 '79
REFER TO Mahoney
FOR
Info | Interes | R/D | D/R | Sign | Act | File

Please advise Pat

RECEIVED
DOT DIRECTOR
MAR 12 '79
REFER TO Carlton
FOR
Info | Interes | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

January 25, 1977

FILE:

FROM: L. E. George
Traffic Engineer

TO: W. J. Hart
Region 1 Engineer

SUBJECT: Signing Revisions
Pacific Highway West
Portland
Multnomah County

NOTED
L. E. GEORGE

NOTED
VERNON L. TARRY

At their meeting of December 21, 1976, the Oregon Transportation Commission approved certain route changes in the Portland area. These are summarized below.

ORE99W - This route now begins at the North Tigard Interchange with I-5. It has been deleted north of this interchange.

ORE10 - This route has been extended along the Pacific Highway West from the Beaverton-Hillsdale Highway to where it joins the Mt. Hood Highway, US26.

Please make the necessary signing revisions to show these changes and using the space provided on the attached letter, advise this office when it has been completed.

Attached is a map showing the route revisions. If further information is required, please contact the Metropolitan Traffic Engineer.

L. E. George
Traffic Engineer

SRW:ds
Attachments

cc: R. N. Bothman
L. W. Rulien
F. E. Terpin
D. E. Bergstrom

RECEIVED
FEB 18 1977
TRAFFIC ENGINEERING

SIGNS INSTALLED 2-17-77
Date
By Don Trimble
Signature

EXCERPT FROM COMMISSION MEETING MINUTES
December 21, 1976

Item: 8

Route description for ORE99W in Portland as follows:
(Multnomah County)

a. Over the Pacific Highway West from its junction with the Pacific Highway (I-5) near the north city limits of Tigard, southerly via Tigard, Newberg, McMinnville and Corvallis to its junction with the Albany-Junction City Highway (ORE99E) at Junction City (common with US20 and ORE34 for a short section in Corvallis).

Route description of ORE10 to provide route continuity as follows:

a. Over the Beaverton-Hillsdale Highway from its junction with the Tualatin Valley Highway (ORE8) in Beaverton, easterly via Hillsdale to its junction with the Pacific Highway West in Portland; thence northerly over the Pacific Highway West to its junction with the Mt. Hood Highway (US26) in Portland.

CITY OF PORTLAND
Proposed Interstate Transfer Project

N.E. Columbia Blvd.-N.E. Weidler Street Section
N.E. Union Avenue, FAU 9809
Grade, Pave, Signals, Landscaping, Illumination,
Signing and Striping
3.23 miles
$5,133,000

This project entails all the work and costs to widen and improve a 3.23 mile segment of N.E. Union Avenue. The project will provide four travel lanes with a raised median in some areas and continuous left-turn lane in others. Proposed improvements include removal of on-street parking, improved illumination, additional left-turn phasing, resynchronization of all signals, and landscaping. Construction of a off-street parking lot is being considered. Additional right-of-way will be acquired as a participating cost of the project.

The proposed project has been split into three units; (1) Killingsworth to Shaver and Fremont to Tillamook, (2) Shaver to Fremont and Tillamook to Broadway, and (3) UPRR Bridge to Killingsworth; and the units will be advanced to contract in this order.

State will perform the construction engineering.

The Transportation Commission previously approved the preliminary engineering phase of the project on June 21, 1977.

79-C
3/12/79

FAU 9361
FAU 9956
FAU 9809
FAU 982
FAU 9966
FAU 9957
FAU 9955
FAU 9965
FAU 9952
FAU 9950
FAU 9944
FAU 9932
FAU 9920
FAU 9903
FAU 9811
FAU 9907
FAU 9908
FAU 9921
FAU 9809
FAU 405
FAU 9361
FAU 9318
FAU 9904
FAU 9899
FAU 9896
FAU 9923
FAU 9819
FAU 9326
FAU 9823
FAU 9814
FAU 9300
UNION
PACIFIC
COLUMBIA
SULLIVAN
GULCH
PROPOSED PROJECT
1
2
3

9062

STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO (DEPT.) 238-8250 (TELEPHONE)

TO: JERRY WIMER
Local Government Program Engineer

DATE: March 5, 1979

FROM: JON ROSE
Federal Aid Specialist

SUBJECT: Proposed Agreement on East Columbia Boulevard
to NE Weidler Street Section
Union Avenue (99E)
(City of Portland)
Prefix 26-1905

In December your office prepared a draft agreement covering construction and finance of the Union Avenue Improvement project between Columbia Boulevard and Weidler Street. It has been reviewed by Metro and Region 1 and we would now like to have it prepared in final form which could be presented to the city for signature. Actual construction of the project will be done in three units which have been defined in field data previously submitted. The attached letter from the city requests that construction funds be programed and with this, final design may proceed for the first phase.

Recalling with Region 1 the experience we had on an earlier project where the various city bureaus seemed rather disinterested during construction but turned out a force of nearly two dozen representatives at the final inspection (each with several complaints and suggestions), it would be appropriate to include in the agreement the provision that the city assign a liaison engineer to work with the state during construction in order that some of these problems could be resolved before they are cast in stone. This may not be totally successful but would appear to be a step in the right direction.

The city is anxious to proceed with this, so the agreement should be prepared promptly.

lh

cc: Region 1
Chuck Pietrok

attachment

PROJECT MANAGEMENT
PME ☐ CCE ☐ CM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 6 1979

TAA Holmes File: PM FA LG OP

Adams called requesting expedite. Please do. Seemingly Roses letter and notes in draft responded to Ed Hardt's concerns. Please check. Have RP study made. Koenig can arrange if you ask him please.

81-125-1307

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SUBJECT: Oregon Project IX-9809(1)
N. E. Columbia Blvd. - N. E. Weidler St.
N. E. Union Avenue
City of Portland

DATE: February 23, 1979

In reply refer to: HPD.2-OR

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager
Environmental Section, OSHD

The Final Negative Declaration has been approved by our office on February 22, 1979. The original signed copy of the Title Sheet was hand-carried to your office for immediate processing.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer
G. L. Green

cc:
OSHD (H S Coulter)
OSHD (E S Hunter)
OSHD (R Bothman)
OSHD (D E Swan)

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
FEB 27 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9062

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 13, 1979

Salem, OR. 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Final Negative Declaration
NE Columbia Blvd.-NE Weidler
NE Union Avenue
Multnomah County

TO: E. S. Hunter
Technical Services Engineer

The subject statement in the form of a final negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign all copies and return the original plus four copies to this office for submission to the Federal Highway Administration for concurrence.

GAP:1b

Attachments

cc: J. H. Verateeg
F. E. Terpin
B. H. Moehring
R. N. Bothman
E. L. Hardt

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 16 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
TECHNICAL SERVICES
FEB 13 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FINAL NEGATIVE DECLARATION

NE Columbia Blvd. - NE Weidler Street
NE Union Avenue
City of Portland
Multnomah County, Oregon

This final negative declaration for the above project has been prepared in consultation with the Federal Highway Administration pursuant to regulations in the Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2.

LOCATION AND HISTORY OF PROJECT

Union Avenue is a major north-south arterial in north east Portland (see Figure 1). It is a part of State Route 99E which parallels the east side of I-5 from Salem to the Columbia River, where it joins I-5. The proposed project extends from Columbia Boulevard to Weidler Street (see Figure 2).

In 1971 the Model Cities Traffic Circulation Plan recommended improvements to Union Avenue to accommodate present and future traffic needs. The Union Avenue Redevelopment Plan, begun in 1973, addressed the needs of the Union Avenue Corridor and recommended land use and transportation alternatives which were adopted by neighborhood organizations and the Portland Planning Commission in 1975. In 1977 the Columbia Region Association of Governments approved funding for the project.

DESCRIPTION AND PURPOSE OF PROJECT

The purpose of the project is to reduce congestion, improve traffic flow, limit through traffic in adjacent neighborhoods, improve the corridor appearance and desirability for use of Union Avenue as a major business district, and reconstruct the inadequate and deteriorating Union Avenue pavement.

VICINITY MAP

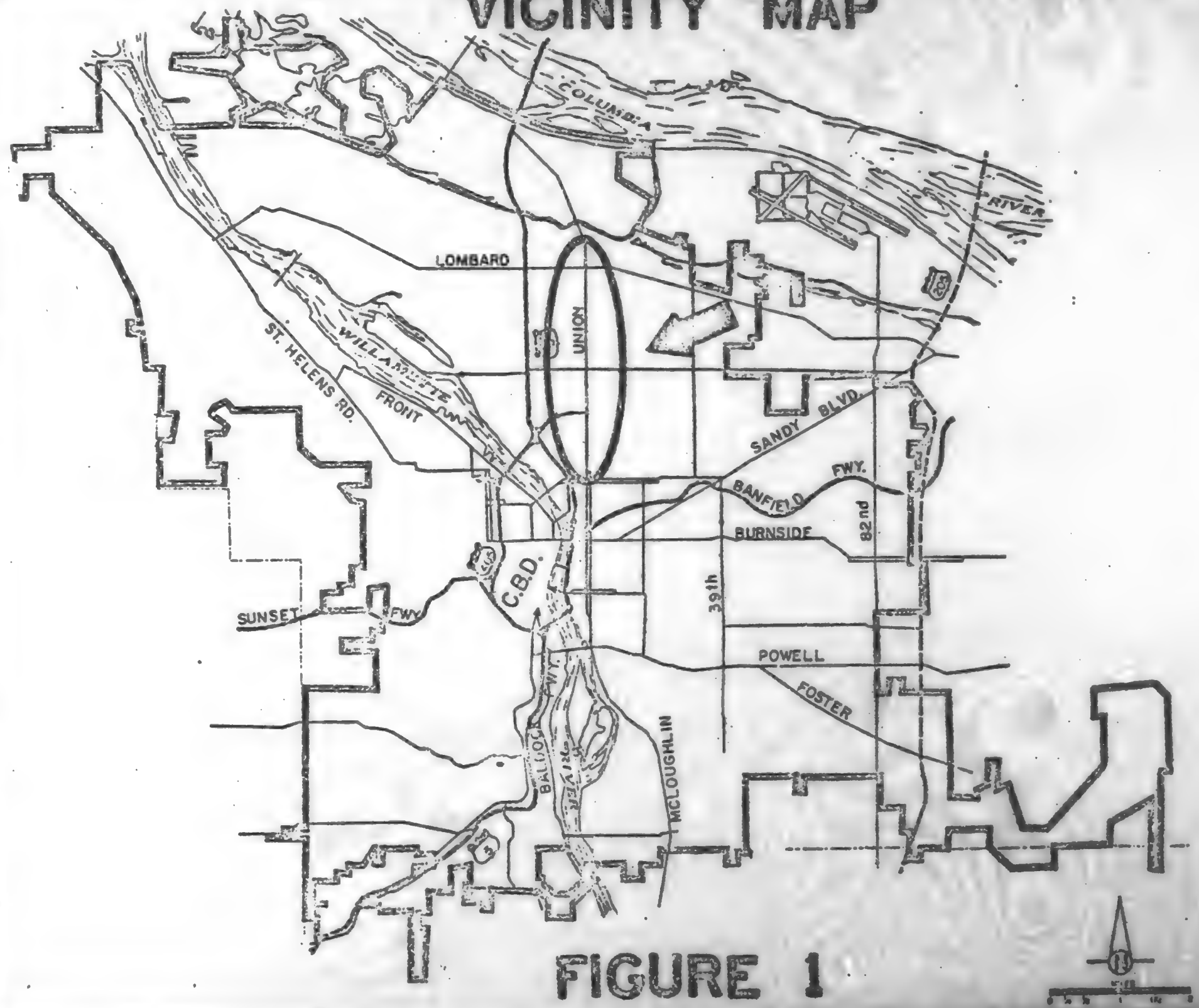


FIGURE 1

City of Portland

PROJECT SITE

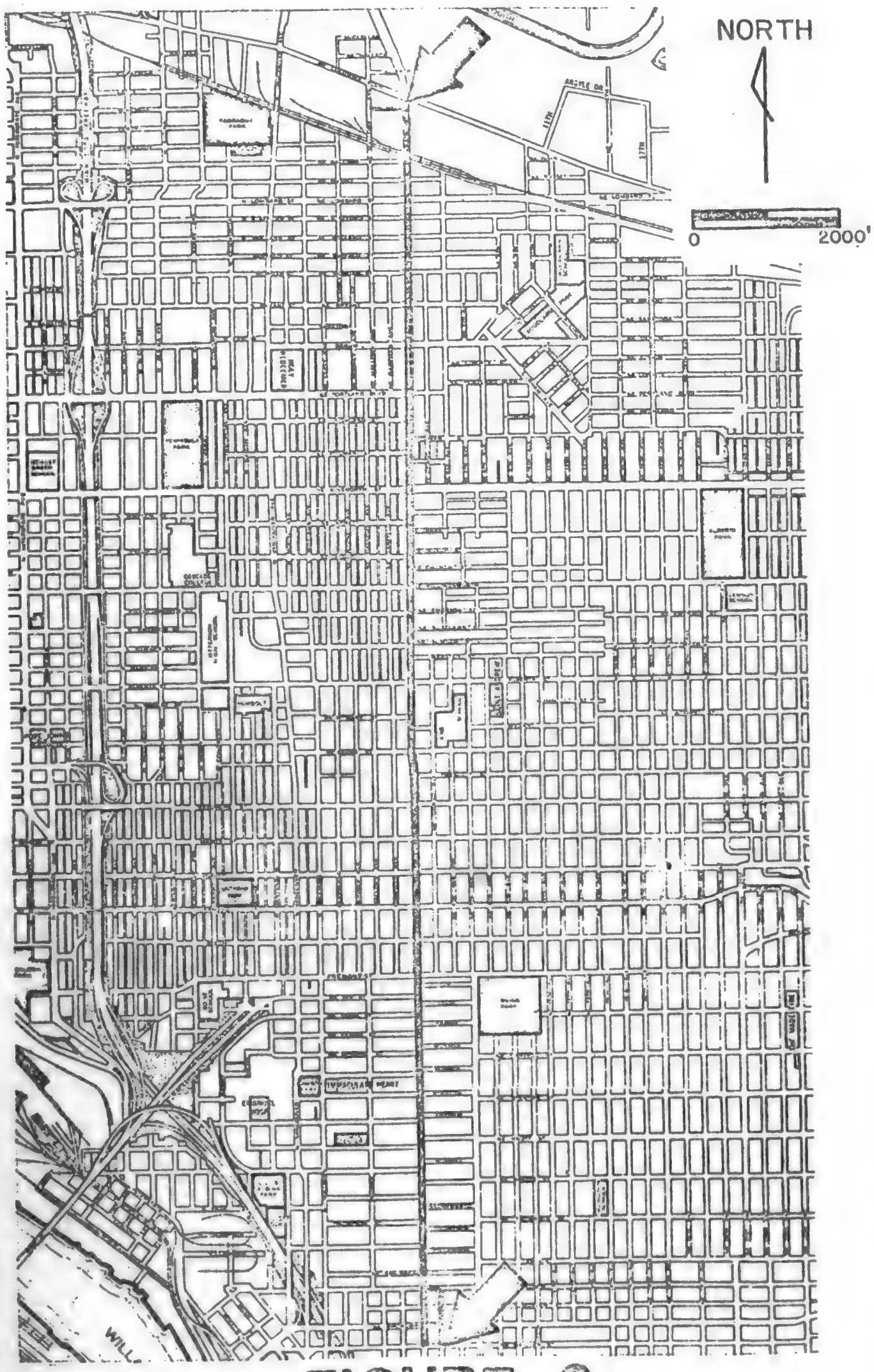


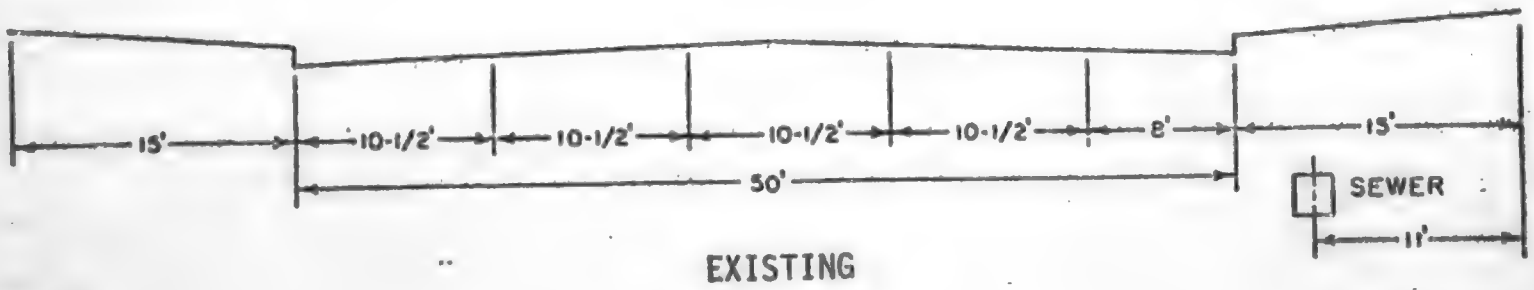
FIGURE 2

The project extends from NE Columbia Boulevard to NE Weidler Street, a length of 18,200 feet. North of NE Jessup Street the existing 50 foot roadway accommodates four 10.5 foot travel lanes and one 8 foot parking lane. Sidewalks 7 feet wide and 8 foot parking strips (area between curb and sidewalk) complete the 80 foot right-of-way. South of NE Jessup Street the Union Avenue roadway is 56 feet wide and marked for four 10 foot travel lanes and two 8 foot parking lanes. Two 12 foot sidewalks complete the 80 foot right-of-way.

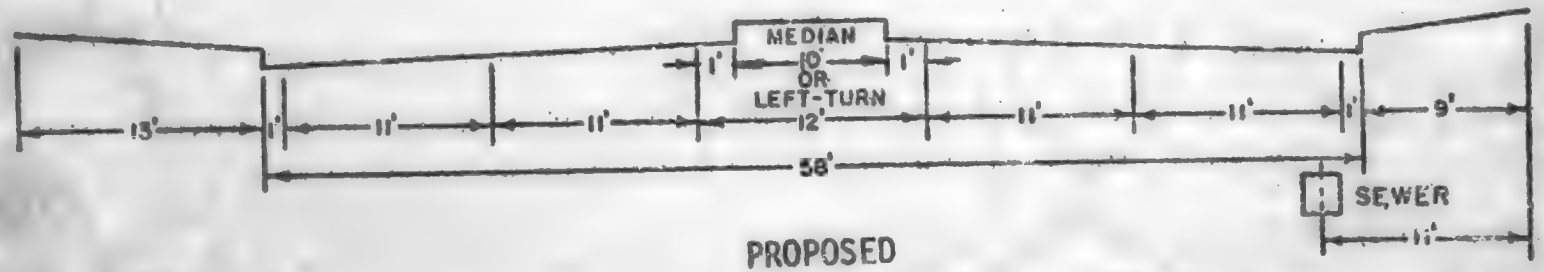
The proposed roadway section for the length of the project is 58 feet which will accommodate two 12 foot outside lanes, two 12 foot inside lanes (11 feet where left turn lanes are provided) and a 10 foot raised median or 12 foot left turn lane. North of NE Jessup Street the east curb will be moved back 6 feet, and the west curb will be moved back 2 feet. South of NE Jessup Street the curb will be moved back 2 feet on the east side of the street. (Refer to Figure 3 for typical cross sections.) On-street parking will be removed, lighting provided, the "S-curve" at NE Hancock Street will be straightened and new left turn lanes and signals will be provided at major cross streets - Ainsworth, Prescott, Skidmore, Shaver, Fremont, Morris, Knott, Russell, and Tillamook. Left turn lanes and signals now exist and will continue to exist at Columbia Boulevard, Lombard, Dekum, Portland Boulevard, Killingsworth, and Alberta. A publicly owned off-street parking lot is proposed one-half block north of Fremont Street on the east side of Union Avenue. A portion of the median area will be raised center median landscaped with trees and ground cover, while certain sections of median will be omitted and marked as a continuous left-turn lane. Figure 4 illustrates the median treatment along the length of Union Avenue. This median

TYPICAL CROSS SECTIONS

NORTH OF JESSUP STREET

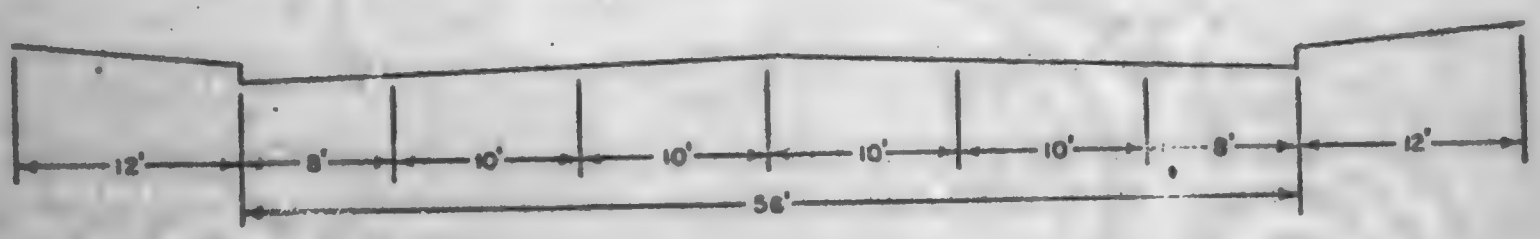


EXISTING



PROPOSED

SOUTH OF JESSUP STREET



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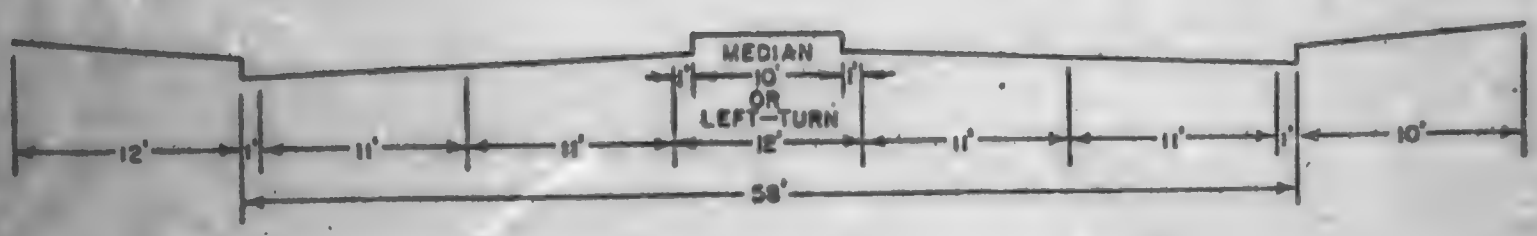
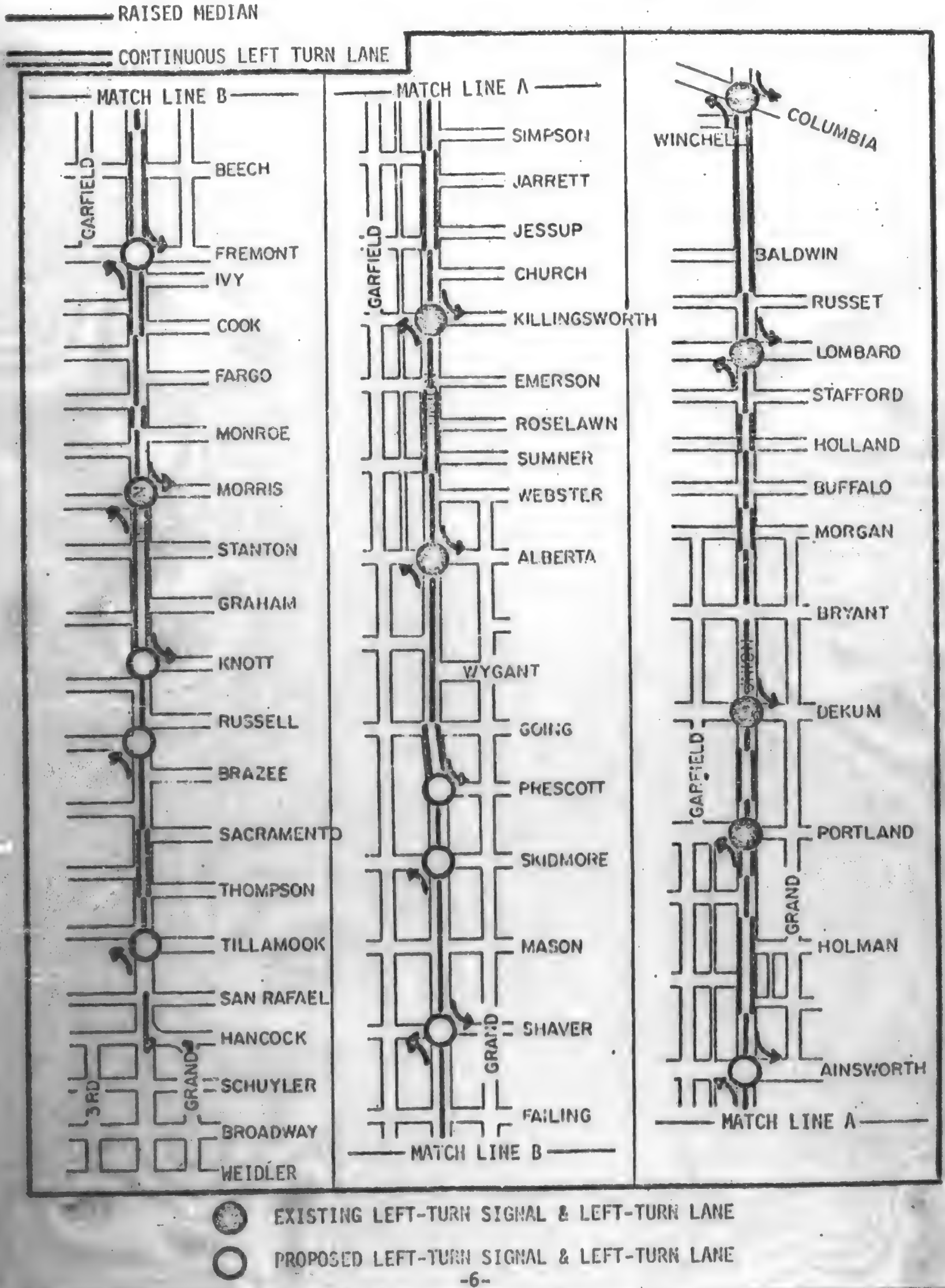


PROPOSED

FIGURE 3

FIGURE 4 - Median Treatment



treatment was known as "Plan II" during project development, and was recommended by a City Council Resolution on November 16, 1978. The proposed project is estimated to cost $6.2 million.

Borrow material and other construction materials will be obtained from local commercial sources. Waste materials will be disposed of in a manner consistent with all rules and regulations.

EXISTING ENVIRONMENTAL SETTING

METEOROLOGY

Portland is located approximately 65 miles inland from the Pacific Ocean and midway between the low Coast range mountains on the west and the higher Cascade range mountains on the east, each about 30 miles distant. The Coast range provides limited shielding from Pacific Ocean influences which frequently moderates Portland weather. Mean annual precipitation is 38 inches with 88 percent occurring in October through May, 9 percent in June and September, and 3 percent in July and August. Precipitation is generally rain, with only 5 days of measurable snow in an average year. Winters are usually mild with cloudy skies, rain, and southeasterly surface winds. Summers are generally mild with little rain and northwesterly winds. Temperatures below zero or above 100° F are infrequent, and the mean annual temperature is 52.5° F.

Union Avenue is at an elevation of 50 feet above sea level at Columbia Boulevard, slopes to a high elevation of 210 feet near Alberta Street, and slopes back to an elevation of 135 feet at Weidler Street.

SOILS

Soils in the area are of the Latourell series which consists of well-drained soils that formed in mixed alluvium on terraces. The surface layer is dark brown loam about 16 inches thick, the subsoil is dark yellowish-brown loam about 29 inches thick, the upper substratum is dark yellowish-brown loam about 11 inches thick, and the lower substratum is very gravelly sandy loam 27 inches or more thick.

FLORA AND FAUNA

Vegetation within the Union Avenue right-of-way is sparse since pavement and sidewalks generally cover the entire right-of-way. Occasional parking strips (unpaved area between curb and sidewalk) support 21 trees, grasses, and some shrubs. Trees, shrubs and lawns found in residential areas generally beginning 1/2 block back from Union Avenue offer a highly modified natural habitat for fauna. Fauna common to the area includes the Robin, Common Crow, Starling, gulls, Rock Dove, Scrub Jay, House Finch, House Sparrow, oppossum, gopher, mole, rat, mouse, and squirrel. Birds occasionally sighted in the area include the Common Nighthawk, Flicker, Evening Grosbeak and Violet-Green Swallow. There are no known endangered or threatened animal or plant species located in the project area.

LAND-USE

Property lining Union Avenue is zoned for light industrial usage, and is developed with mostly commercial enterprises with some residential and some community services. Commercial activities are geared heavily

toward the auto industry with 30 percent of commercial parcels developed with auto related services. Much of the property lining Union Avenue has been neglected for long periods, and approximately 18 percent of available fronting parcels are currently vacant.

HISTORIC AND ARCHEOLOGICAL SITES

There are no properties along Union Avenue that are listed on the National Register of Historic Places, the Statewide Inventory of Historic Sites and Buildings, or that are designated as Portland Historical Landmarks. A Cultural Resources Survey was made of buildings which may have future potential for historical recognition or that may have local historic interest, and, because of uniqueness in design or scarcity of particular styles, contribute to the architectural heritage and individual character of the neighborhood. The survey resulted in a listing of 25 buildings along Union Avenue that are of local historic interest.

NE Union Avenue is an area of intensive urban development with virtually no undisturbed land within the project corridor. Since original placement and strata location of archeological materials is vital to the retrieval of artifacts and cultural information, no existing or potential archeological sites are located in this urbanized area. The State Historic Preservation office and the Portland Historical Landmarks office were contacted to obtain information on properties listed, nominated or eligible for the National Register, Portland Historical Landmarks designation or the Statewide Inventory. In addition, the Landmarks office conducted a survey of the area for historical sites, and this information was included in the Cultural Resources Study.

TRANSPORTATION

Current average week day traffic on Union Avenue ranges from 13,800 to 19,200 vehicles per day. Traffic volumes are expected to reach a maximum in 1981, and decline significantly in 1982 when the I-205 project is completed because some Union Avenue and I-5 traffic will be drawn to I-205. Traffic levels are then expected to build gradually to a level slightly higher than existing volumes between Columbia Boulevard and Portland Boulevard, and somewhat less than current volumes between Portland Boulevard and Weidler Street. (See Table I for complete traffic data.)

Tri-County Metropolitan Transportation District (Tri-Met) operates its bus line #6 on Union Avenue, running between downtown Portland and Jantzen Beach (on Hayden Island in the Columbia River) with weekday frequencies of 10 minutes during peak periods and 20 minutes during off-peak periods.

The City of Portland's Arterial Streets Classification Policy was adopted in June of 1977 and classifies Union Avenue as a Major City Traffic Street, a Major City Transit Street, a Bicycle Pathway north of Bryant Street and as a Pedestrian Path with crossings. According to the Policy, a Major City Traffic Street is intended to provide concentrated traffic access for people living or doing business within the northeast transportation district, and should be the principal route for traffic with at least one trip end within the district. Auto-oriented land uses should be encouraged, on-street parking may be removed, and off-street parking should be encouraged. The Policy states that "A Major City

TABLE 1

UNION AVENUE TRAFFIC DATA

Roadway Section	Year	Average Week Day Traffic (1000's)		Speed (MPH)	
		No Build	Build	No Build	Build
Columbia to Lombard	1977	13.8		28	
	1981	15.5		26	
	1982	9.0	9.0	30	30
	2000	14.6	14.6	27	28
Lombard to Portland Blvd.	1977	13.8		28	
	1981	15.5		26	
	1982	9.5	9.5	30	30
	2000	15.3	15.3	26	28
Portland Blvd. to Killingsworth	1977	16.7		26	
	1981	18.1		25	
	1982	10.3	10.3	30	30
	2000	14.6	14.6	28	29
killingsworth to Alberta	1977	17.1		26	
	1981	18.5		25	
	1982	9.2	9.2	30	30
	2000	13.0	13.0	29	29
Alberta to Fremont	1977	19.2		25	
	1981	20.8		24	
	1982	12.1	12.1	29	29
	2000	17.1	17.1	26	27
Fremont to Weidler	1977	18.6		25	
	1981	19.8		24	
	1982	15.3	15.3	27	28
	2000	18.2	18.2	25	26

NOTES: (1) 1981 is the peak traffic year prior to I-205 completion.
(2) 1982 is the year of project completion and year of I-205 completion.
(3) 2000 is the project design year.

Transit Street is intended to provide service for those living or doing business within the transportation district. Any transportation modifications on such a street should support the neighborhood activity centers and higher density residential areas through which it passes. Where local commercial uses occur on the street, pedestrian improvements and on-street parking should be encouraged. On-street parking can be removed, transit priority treatment provided (such as signal pre-emption or exclusive lanes), or additional right-of-way acquired, to accommodate improved transit services if the improvements do not discourage residential and commercial developments." A Bicycle Pathway, according to the Policy, is intended to establish and encourage safe, convenient and pleasant bicycle routes with consideration being given to separate bicycle facilities. The Policy states that "A Pedestrian Path is intended to provide safe and convenient pedestrian access to activities located along streets which are dominated by other modes."

The proposed project is consistent with the Arterial Streets Classification Policy since it will facilitate efficient movement of vehicles along Union Avenue and also provide special treatment for transit (shelters, telephones and drinking fountains at some locations). Sidewalks will be 9 to 13 feet wide with curb ramps to facilitate movement of pedestrians and bicycles. A separated bicycle path along Union Avenue north of Bryant Street has been considered, but is not feasible because of limited right-of-way.

ALTERNATIVES TO THE PROPOSAL

In 1974 the Union Avenue Steering Committee studied and rejected four alternatives to the project. Descriptions of the four alternatives rejected in 1974 follow:

(A) Minor Improvements - This alternative involved limited improvements and benefits. Improvements proposed included only left turn signing and striping at major intersections with Union Avenue. This alternative would not improve the appearance or desirability of Union Avenue as a business district or correct inadequate roadway pavement. Cost is estimated at $0.7 Million.

(B) Reverse Flow Transit Lane - A reversible direction transit lane in the center of Union Avenue was the main feature of this alternative. The lane would be exclusive transit with travel direction matching peak hour traffic flow. Parking would be removed, and right-of-way would be required for bus pullouts at selected locations. This alternative did not provide for left turns at major intersections and would result in continued traffic circulation in residential areas. Aesthetics would not be improved, and the transit lane could present safety problems. Cost is estimated at $9.3 Million.

(C) Exclusive Transit Lanes - This alternative provided a two lane transit way in the center of Union Avenue, a 16 foot planted median on both sides of the transit way, and a two lane roadway for autos outside of each of those medians. Frontage roads at selected locations to serve adjacent business activity were also a part of this proposal. Major property acquisition and relocation would be necessary since a minimum 58 foot width of new right-of-way would be required. The total amount of land acquisition required is 30.2 acres, with 142 buildings affected. Parking would not be allowed within the public right-of-way.

and this proposal would be a barrier to pedestrians. Cost is estimated at $18.9 Million.

(D) Union/Grand Couplet - This is an extension of the existing Union/Grand Couplet to the south which would utilize Union Avenue for southbound traffic and Grand Avenue for northbound traffic. Grand Avenue is not a continuous street, so major property acquisition and relocation would be required to implement this alternative. Disruption and deterioration of residential property east of Grand Avenue could be expected. Cost is estimated at $26.6 Million.

The no-build or "do nothing" alternative was considered throughout project development and would result in continuing transportation problems for Union Avenue. Namely, left turns are not allowed at major intersections, so residences would be subjected to heavy circulating auto travel, the economic situation of Union Avenue commerce would be expected to decline, and the roadway pavement would continue to deteriorate due to failures in subbase materials.

Two alternative median treatments, known as Plan I and Plan III, were studied throughout project development and are described below.

Plan I

This plan contained a continuous raised center median, to be continuous except at intersections where left-turn lanes and signals are provided. The median would add approximately 2.4 acres of land

which could be planted with trees and ground cover. The median would reduce through traffic on all minor cross streets, but would also force local traffic desiring to turn left at a minor cross street to travel to a signilized intersection, turn left, and circulate through residential areas to reach a destination which could be a residence or a business adjacent to Union Avenue. In addition, motorists desiring to turn left directly into a mid-block Union Avenue business would be required to follow a circuitous path through residential areas to reach a destination. The continuous raised median would cause increased travel on residential streets (minor cross streets and streets parallel to Union Avenue, such as Rodney, Garfield, Grand, 6th Avenue, and 7th Avenue) with attendant negative effects such as increased noise and safety problems for residents, and a possible loss of business activity due to loss of direct left-turn access to Union Avenue businesses. The median would provide a safety island for pedestrians crossing Union Avenue since pedestrians would have to cross only two lanes of moving traffic at one time when they now have to cross four traffic lanes at one time.

Plan III

This plan had no raised median, and the center lane would have been marked as a continuous left-turn lane. This plan provides a continuous left-turn lane between all major intersections except for two one-block sections (Prescott to Skidmore and Knott to Russell) where left-turns would not be allowed. This plan would provide direct left-turn access to all businesses and cross streets, with minimal

traffic circulation in residential areas. Motorist safety would be increased by this plan, and safety for pedestrians crossing Union Avenue would be less than that of the median treatments but greater than that of the no-build alternative.

Three alternate plans were studied to smooth the "S-curve" at Hancock Street as follows:

Plan A utilized two 200 foot radius curves, and would require the acquisition of two auto dealers' land and offices, one located on the northeast corner of Union and Hancock Avenues and the other located on the southwest corner of Grand and Hancock Avenues. In addition, land would be acquired frrom an undeveloped parcel located on the north side of Hancock Street between Union and Grand.

Plan B uses a 200 foot radius curve on the south and a 100 radius curve on the north. This plan requires acquisition of the one auto dealer's land and buildings located on the southwest corner of Grand and Hancock as well as a vacant commercial structure on the northwest corner of Grand and Schuyler.

Plan C used two 100 foot radius curves and would require land from two auto dealers described in Plan A, but would not require removal of any buildings.

On November 16, 1978, the Portland City Council passed a Resolution to endorce Plan B.

DISCUSSION OF ENVIRONMENTAL IMPACTS

TRAFFIC CIRCULATION AND ACCESS

Left turns from Union Avenue are now prohibited at all major signalized cross streets except at 5 intersections where left turn lanes are provided. The lack of allowed left turns at major intersections along Union Avenue forces traffic to circulate within residential areas in order to negotiate turns with resultant disruption to residential life. The proposed project will provide new left turn lanes and signalization at 9 major intersections. These improvements should provide a significant decrease in the amount of traffic now circulating on residential streets near these 9 major intersections. By providing for convenient and safe left-turn movements, motorists are expected to remain on major cross streets and avoid taking circuitous routes through adjacent residential areas. The residential streets which should benefit the most are those parallel to Union Avenue (Rodney, Garfield, Grand, 6th, and 7th) and those parallel to the major cross streets of Ainsworth, Prescott, Skidmore, Shaver, Fremont, Morris, Knott, Russell, and Tillamook. Similar left-turn lane improvements were made on Union Avenue in August of 1977 at the cross streets of Lombard, Dekum, Portland Boulevard, Killingsworth, and Alberta, with a signficiant decrease in adjacent local street traffic reported by area residents.

The project has a continuous left-turn lane where needed, and feasible, and has a raised median at remaining locations. Locations for either a continuous left turn lane or raised median were obtained through responses to a mailed questionnaire, contact with individual businesses, public meetings, and traffic engineering considerations. Direct access is provided to the vast majority of businesses which depend on left-turn access. Travel through residential areas by vehicles circling to reach

a particular minor cross street or business would be minimal, and loss of business activity should be minimal. The median has been designed to limit through traffic on minor cross streets which have been identified by neighborhood associations as needing special attention. Examples are Russett, Highland, Wygant, Failing, Ivy, westbound Knott, and eastbound Russell. The portions of raised median would act as a safety island for pedestrians crossing Union Avenue, while the portions of continuous left-turn lane would provide a lesser degree of pedestrian refuge since conflicts with left-turning vehicles would be possible. The continuous left-turn lane would provide a refuge for left-turning vehicles which would increase safety for all Union Avenue motorists. Alternating sections of raised median and continuous left-turn lane present motorists with obstacles in the form of median ends. The median ends will be curb height and could cause a driver to lose control of his vehicle if struck; thus, the median ends should be considered as a potential safety hazard.

PARKING

The proposed project requires the removal of all on-street parking. Currently there are 505 spaces available for on-street parking along Union Avenue, with an average of 98 spaces used at one time. The number of vehicles parked along Union Avenue were counted 16 times between 10 a.m. and 5 p.m. from December 1977 through May of 1978, and varied from a low of 80 to a high of 116.

All businesses along Union Avenue were surveyed to determine the number of available on-street parking spaces, number of available off-street parking spaces, and number of customers arriving by vehicles each

day. A committee composed of City of Portland staff, Oregon State Highway Division staff, Union Avenue businessmen and an area resident, studied in detail all parking information to determine alternative methods for replacing Union Avenue on-street parking. Generally, there is sufficient off-street parking available along Union Avenue. Approximately 40 percent of fronting property is currently used for parking or is an auto-related business which does or is capable of providing parking. In addition, off-street parking is available behind many businesses with access from cross streets. The Committee recommended that businesses should be cnouraged to use more efficiently that privately owned off-street parking which is available and to make arrangements with adjacent businesses and property owners for sharing parking spaces to benefit all customers. The Committee also recommended that cross streets should be signed for short-term parking and loading zones which would make additional curb parking and loading space available for most customers. These short-term parking zones could extend approximately one-half block back from Union Avenue. Where off-street parking is limited and on-street parking is heavily used, the Committee considered the concept of public off-street parking lots acquired and improved as part of the proposed project, and maintained by businesses using the lots. The Committee determined that it was necessary and feasible to consider off-street parking only at the commercial node located at Fremont Street. It is proposed to acquire one 90 x 100 foot vacant lot to be used for public off-street parking. One site adjacent to the east side of Union Avenue between Fremont Street and Beach Street is being considered at this time.

RIGHT-OF-WAY

Currently, Union Avenue and Grand Avenue form a one-way couplet for three blocks within the project limits between Hancock Street and Weidler Street. North bound Grand Avenue traffic joins Union Avenue traffic for two-way operation by traveling west on Hancock Street for one block via sharp curves. Straightening these curves will require the acquisition of an auto dealer's land and buildings located on the southwest corner of Grand and Hancock, as well as a vacant commercial structure on the northwest corner of Grand and Schuyler.

Acquisition of land would be required for the off-street parking lot being considered on the east side of Union Avenue, mid-block between Fremont Street and Beech Street. Any detrimental effects resulting from acquisition of land or buildings will be mitigated by the benefits outlined in two Oregon Department of Transportation pamphlets which are reproduced in the Appendix to this document.

FLORA AND FAUNA

Some parking strip (area between curb and sidewalk) vegetation north of NE Jessup Street will be removed by the proposed project, and consists of approximately 10 medium size trees and some areas of parking strip lawn. The proposed median will contain approximately 150 trees and 1.5 acres of land to be landscaped with a low maintenance groundcover such as ivy.

The trees added to Union Avenue by the project will offer attraction for non-urban bird species, as well as making the Union Avenue Corridor aesthetically pleasing. In addition, the trees would cool surrounding

air by transpiration and can be expected to filter some particulates and sulfur dioxide from the air.*

NOISE

Land use along Union Avenue is mostly commercial, although there are a few single-family residences, duplexes, and apartments scattered throughout. These residential uses are the only noise sensitive property located adjacent to Union Avenue., and are indicated on Figure 5. The main residential areas of the surrounding neighborhoods are generally located at least one-half block back from Union Avenue.

Leq* noise levels were measured during peak hour traffic periods at five sites along Union Avenue in February of 1978. The results are shown in Table 2 as current noise levels. All of the measured noise levels are above the Federal Highway Administration (FHWA) design noise level of Leq = 67dBA.

Future noise levels were predicted using the methods specified in Highway Noise Impact, U.S. Environmental Protection Agency, Office of Noise Abatement and Control, May 1977. Use of this method was approved by FHWA for the Union Avenue project (refer to Page 6 of the Appendix). Leq noise levels were predicted for 1982 which is the year of project completion, and for the year 2000 (see Table 2). A slight decrease in noise levels is predicted for 1982, and slight increases (relative to current levels) are generally predicted for the year 2000. Predicted noise levels along Union Avenue are the same for the build alternative and the no-build alternative.

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* Carpenter, Philip L.; Walker, Theodore D.; Lanphear, Frederick O.; Plants in the Landscape, 1975.

* Leq, the equivalent noise level, is the steady noise level resulting from an integration of all noise measured.

FIGURE 5 - Noise Sensitive Property

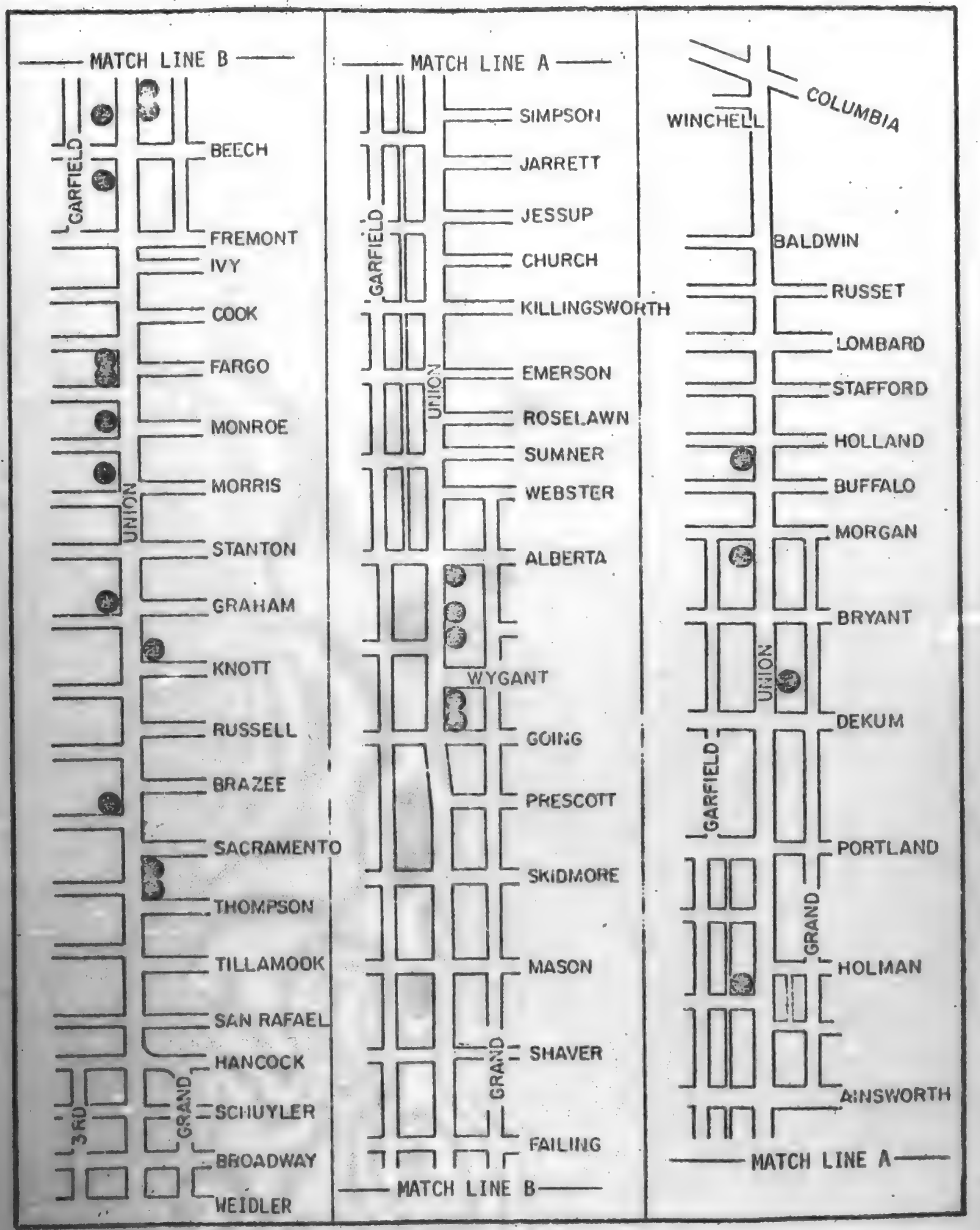

TABLE 2

UNION AVENUE NOISE LEVELS (dBA)

Union Avenue Location	Current Leq	Predicted Change in Leq Relative to Current Leq	
		1982	2000
Between Sacramento and Thompson	71.5	-0.5	+1.2
Between Morris and Monroe	73.5	-0.5	+1.2
At Holman	70	-0.4	+0.7
At Holland	73	-0.1	+1.6
At Hygant	71	-3.0	-0.6

While major cross-street traffic and noise levels are high, the noise levels on lesser streets parallel to and at right angles to Union Avenue are important, for it is in these areas that major residential use occurs. To help determine these levels, simultaneous noise measurements were obtained at Union and Beech and at Beech and Garfield Streets during PM peak hours. Noise levels on Union were comparable to others obtained on that street; those one block away (approximately 225 feet) were between 10 and 11 dBA less. This value is a slightly greater reduction than that expected by the effects of distance alone, and is due to the partial blocking of traffic noise by interposed buildings acting as barriers. The noise reduction on streets parallel to Union Avenue is considered to be greater yet; at another location the interpositioning of two rows of houses (and approximately 200 foot separation) resulted in a 20 to 25 decibel reduction, much greater than that expected from consideration of distance alone. Though these values will vary according to the topography and architecture of the specific location, and the mix, speed and density of the traffic on the main thoroughfare, the interpositioning of the houses does provide sufficient buffering to reduce off-Union Avenue residential traffic noise to levels less than FHWA standards.

Traffic levels will increase on certain cross streets due to the addition of left-turn lanes and signals at several intersections. The intersections are at Union Avenue and Ainsowrth, Prescott, Skidmore, Shaver, Fremont, Morris, Knott, and Tillamook. Traffic will increase along these cross streets for approximately one block on either side of Union Avenue since traffic now circulates on local streets to reach these cross streets because left turns are not allowed. The volume of traffic increases is small (50 to 100 vehicles per hour during peak

periods in the year 2000) and would produce an insignificant increase in the sound level (approximately 1 DBA).

Possible noise mitigation measures include blocking the path between the noise source and the receiver by means of berms or barriers, or increasing the distance between them by additional setback distances. Since no openings can be permitted along the length of barriers or berms if they are to be effective, such measures cannot be used along Union Avenue because they would bar vehicular and pedestrian access to all property, as well as closing off east-west cross street traffic. Access to fronting properties on Union Avenue is essential for the economic existence of businesses located along Union Avenue. Setback distance cannot be obtained without removal of both commercial property and residential units. Removal of these properties would be economically unfeasible to carry out, and would be disastrous to the business district along Union Avenue. These mitigation techniques are neither practicable or desirable for use along Union Avenue. Accoustical treatment of residences is also a method of noise mitigation; however, it is the Oregon Department of Transportation's practice not to engage in this type of noise mitigation for private residences outside of the public right-of-way.

AIR QUALITY

The major components of vehicle air pollutants are carbon monoxide, unburned hydrocarbons, oxides of nitrogen, oxides of sulfur, and particulates. Carbon monoxide is the predominant automobile pollutant, and is the result of incomplete combustion within auto engines. Hydrocarbon emissions primarily result from incomplete fuel combustion, and secondarily, from

carburetor and fuel tank evaporation. Hydrocarbon and carbon monoxide emissions decrease as vehicle speeds increase. Steady speeds also reduce carbon monoxide and hydrocarbon emissions. Oxides of nitrogen are formed when the oxygen and nitrogen components of air used by engines combine under the heat and pressure of the combustion process. Nitrogen oxide emissions increase as vehicle speeds increase. Currently, vehicles produce only 6 to 12 percent of the total atmospheric sulfur oxide load in Portland, although this could increase in the future as more sulfuric acid producing catalytic converters come into use. Particulate emissions from vehicles include carbon particles, lead, tire rubber, and asbestos from clutch and brake linings.

A Department of Environmental Quality (DEQ) report* summarizes various air contaminants in relation to national air quality standards. Total suspended particulates, lead, nitrogen dioxide and sulfur dioxide meet standards in the Portland area. The photochemical oxidant standard is being exceeded in Portland as is the standard for carbon monoxide, although the frequency of carbon monoxide violations has been steadily decreasing since 1970. Carbon monoxide concentrations were sampled at three Union Avenue locations as part of the Fremont Bridge Access Study.* Samples were taken along Union Avenue at Broadway, Fremont and Killingsworth during June and July of 1975. A seasonal factor was applied to obtain worst case winter month carbon monoxide values and resulted in eight-hour concentrations of 20.2mg/m^3 at Broadway, 19.5 mg/m^3 at Fremont, and 17.6 mg/m^3 at Killingsworth. All of these values are well above the eight-hour standard of 10 mg/m^3.

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*Oregon Department of Transportation, Fremont Bridge Access Study Draft Environmental Impact Statement, Technical Appendix, November 1976.

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* Department of Environmental Quality, Air Quality Profile and Evaluation for the Portland Interstate Air Quality Control Region, February 1, 1977.

Total emissions for carbon monoxide, hydrocarbons and nitrogen oxides were calculated for the year 1982 which is the year of project completion and year of maximum air quality impact, and for 2000. Emission factors are from ODOT's computer program EFACT 8 which is based on Supplement No. 8 to the U.S. Environmental Protection Agency's publication Compilation of Air Pollutant Emission Factors, Third Edition, August 1977. Input data were 30 percent cold operation, 27 percent hot start operation, 55° F, and truck percent and travel speeds for six sections of Union Avenue. (Refer to Table 1 for traffic data. Total emissions are shown in Table 3.) For carbon monoxide and hydrocarbons, total emissions will be less in the year 2000 than in 1982 even though traffic volumes are higher in 2000. This is due to introduction of cleaner vehicles engines in the future. The build alternative yields lower emissions for carbon monoxide and hydrocarbons due to higher operating speeds. Nitrogen oxide emissions are greater in 2000 than in 1982 due to higher traffic volumes. The build alternative results in slightly higher nitrogen oxide emissions than the no-build alternative because of higher operating speeds.

Local concentration of carbon monoxide were analysed at a typical residence adjacent to the west side of Union Avenue south of Fremont Street. Supplement No. 8 emission factors at 40° F were entered in ODOT's computer program AIRPOL 4 c for the 8 hour maximum traffic period of the day. Seven wind directions and six wind speeds, for pasquill stability "D" and "E" were studied. Maximum carbon monoxide concentrations were obtained for a northeast wind, zero MPH, for stability E, and are 6.2 mg/m^3 in 1982 and 5.3 mg/m^3 in the year 2000. These concentrations

TABLE 3

UNION AVENUE TOTAL EMISSIONS (TONS/YEAR)

Year	Alternative	Carbon Monoxide	Hydrocarbons	Nitrogen Oxides
1982	Build	797.6	85.4	70.3
	No-Build	807.8	86.2	70.0
2000	Build	700.3	60.3	78.1
	No-Build	723.8	62.5	77.2

include a background concentration of 4 mg/m^3. There is no significant difference between the build and no-build alternatives.

Lead levels can be expected to decrease with both the build and no-build alternatives due to decreasing amounts of lead in future vehicle fuels.

An Indirect Source Construction Permit from DEQ will not be required because traffic volumes along Union Avenue are expected to be less than 20,000 vehicles per day. The proposed project is not expected to cause or contribute to the violation of either the State of Oregon Clean Air Act Implementation Plan or ambient air quality standards. DEQ reviewed the Draft Negative Declaration and found that the project is consistent with the State Implementation Plan (see Page 7 of the Appendix for a copy of DEQ's letter).

IMPACTS DURING CONSTRUCTION

The usual disagreeable effects of any street construction project will be experienced during construction of the proposed project. Dust, construction equipment noise, and traffic disruption will be evident. Adverse environmental effects due to construction will be minimized by requiring the contractor to uphold all Federal, State, and local regulations controlling air and water pollution, open burning, dust, and equipment noise. All construction activities will be regulated by the Portland Noise Ordinance which limits construction noises to 85 dBA when measured at fifty feet from the source. Pile drivers, pavement breakers, scrapers, concrete saws and rock drills are exempted from the noise standard. All construction equipment must have sound control devices no less effective than those provided on original equipment, and unmuffled exhausts are not allowed. The exempted equipment listed above cannot operate from

6:00 p.m. to 7:00 a.m. the following morning, and 6:00 p.m. Saturday to 7:00 a.m. the following Monday, and on legal holidays.

Construction will be concentrated on a two or three block long section of Union Avenue at any one time, and at least one travel lane in each direction will remain open at all times. Two travel lanes will remain open in the peak direction during rush hour. Special attention will be paid to maintaining access to adjacent businesses and residences.

COMMENTS RECEIVED

The State Clearinghouse conducted an A-95 review of the Union Avenue project in August of 1977. The Columbia Region Association of Governments (CRAG) responded that the project is consistent and supportive of CRAG's adopted goals and objectives, and Interim Transportation Plan. The State Historic Preservation Office and the Department of Environment Quality requested that the implementation of the project be coordinated with them. The Land Conservation Development Commission (LCDC) commented that the project must be coordinated and consistent with development of Portland's comprehensive plan, with special attention being given to statewide land use goal No. 9 (Economy) and goal No. 12 (Transportation). Coordination of the Union Avenue project and development of Portland's Comprehensive Plan is assured since the Portland Bureau of Planning is developing the plan and is also represented on the Union Avenue Technical Advisory Committee. LCDC goal No. 9 is intended to diversify and improve the economy of the State, while goal No. 12 is intended to provide a safe, convenient and economic transportation system. The Union Avenue project is supportive of both these goals. The project's consistency with all 19 LCDC goals is indicated in Table 4.

TABLE 4

CONSISTENCY OF PROJECT WITH OREGON LAND
CONSERVATION AND DEVELOPMENT COMISSION STATEWIDE PLANNING GOALS

Goal	Consistent	Not Consistent	Not Applicable
1. Citizen Involvement	X		
2. Land Use Planning	X		
3. Agricultural Lands			X
4. Forest Lands			X
5. Open Spaces, Scenic and Historic Areas, and Natural Resources	X		
6. Air, Water & Land Resources Quality	X		
7. Areas Subject to Natural Disasters and Hazards	X		
8. Recreational Needs	X		
9. Economy of the State	X		
10. Housing	X		
11. Public Facilities & Services	X		
12. Transportation	X		
13. Energy Conservation	X		
14. Urbanization	X		
15. Willamette River Greenway			X
16. Estuarine Resources			X
17. Coastal Shorelands			X
18. Beaches and Dunes			X
19. Ocean Resources			X

A Draft Negative Declaration was circulated for comments to interested agencies and organizations on August 3, 1978. The only response received was from the Oregon Department of Environmental Quality (DEQ) which pointed out three deficiencies in the discussion of noise impacts. These deficiencies have been corrected in the current document. A copy of DEQ's response is included on Page 5 of the Appendix. DEQ also reviewed the project for air quality and found the project to be consistent with the State Inplementation Plan (see Page 7 of the Appendix).

On September 13, 1978, at 7:00 p.m., a corridor-design public hearing was held at King School, located at 4815 NE 7th Avenue. The majority of people giving testimony were in favor of Plan II - this is the mixed median treatment of continuous left-turns and raised median as described in the "Description and Purpose of Project" section of this document. A few people commented that they wanted to see light rail or trolley lines along Union Avenue. This type of improvement was studied and rejected in 1974 by the Union Avenue Sterring Committee. A few comments were made against the removal of on-street parking.

On November 16, 1978, the Portland City Council held a hearing and adopted a Resolution selecting median Plan II and "S-curve" Plan B. These are the plans put forth as the proposed project in this document.

BASIS FOR NEGATIVE DECLARATION

The Oregon Department of Transportation concludes that the proposed project constitutes a "major action" as defined in the Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, and that implementing the project will not significantly affect the quality of our environment; therefore, an environmental impact statement will not be required.

FINAL NEGATIVE DECLARATION

NE Columbia Blvd. - NE Weidler Street
NE Union Avenue
City of Portland
Multnomah County, Oregon

2-14-79
Date

E J Johnson
Technical Services Engineer

Date

FHWA Division Administrator

LAN:mamc
February 8, 1979

ACQUIRING LAND FOR HIGHWAYS AND PUBLIC PROJECTS

A description of the
Department of Transportation
land acquisition program

OREGON
DEPARTMENT
OF
TRANSPORTATION

When expanding or improving highway facilities in Oregon, the Department of Transportation has the task of acquiring rights-of-way. It is the aim and desire of the Department to obtain these necessary rights-of-way with fairness and equity to all.

The State is empowered to acquire private property for public use in order to provide the greatest good for the greatest number. With this power goes the obligation to protect the rights of the individual property owner. The Department of Transportation thus has a dual responsibility—recognition and protection of the individuals who are affected by acquisition of land and competent and efficient service to the public.

PUBLIC HEARINGS

Public hearings, when requested, are held during the location and design stages of a project. Such hearings afford each person or agency full opportunity for effective public participation to ensure that highway locations and designs are consistent with Federal, State, and local goals and objectives.

The first hearing is held after preliminary studies have been made on several possible corridor routes. The data gathered in the studies is presented at a "Corridor Hearing". During the course of the hearing, testimony from interested persons is recorded for study by Department of Transportation personnel and the Oregon Transportation Commission.

Upon selection of a corridor location by the Transportation Commission, a detailed survey within that corridor is made and a preliminary design plan developed for later presentation at a "Design Hearing". During the course of the survey, a Liaison Agent attempts to interview all property owners affected concerning the effect the proposed highway has on their ownerships.

The holding of "Design Hearings" provides all interested persons and public agencies an opportunity to present testimony for consideration of final highway design.

In an instance where a choice of corridors is not involved, such as in the case of an improvement project on an existing highway, a single "Combination Corridor - Design Hearing" may be held.

After all data and testimony have been studied, a final design is adopted by the Transportation Commission and the acquisition of necessary

rights-of-way is authorized. The parcels of property needed for the improvement will be described, and the right-of-way acquisition activities can commence.

APPRAISAL PROCEDURE

Department of Transportation appraisal procedures, which are designed to protect both the property owner and the taxpayer's dollar, call for an appraisal of every parcel of right-of-way. These appraisals are performed by a staff appraiser, a professional fee appraiser, or both. When business and commercial properties are involved, more appraisers may be assigned. The property owner or his designated representative will be given an opportunity to accompany the appraiser during his inspection of the property.

The appraisers consider every indicator of value. Their differences in findings, if any, are studied and reconciled. The results are checked by the Department of Transportation Right of Way officials and then approved for acquisition.

This thoroughness, plus the busy work schedules of the professional fee appraisers, explains the occasional delays between the time of the appraisal and the arrival of the Right of Way Agent.

THE RIGHT OF WAY AGENT

The Right of Way Agent who calls on the property owner has studied the appraisal and can illustrate with maps and other data how the right-of-way will affect the property. The Agent has been authorized to recommend a price and obtain an option to purchase the property, which option is subject to approval of his supervisors and the Oregon Transportation Commission. It should be noted that the Agent is unable, under the procedures governing him, to engage in "horse trading"; he is confined to those monetary values indicated by appraisal.

It is desirable to complete acquisition and transfer as soon as possible, but not at the expense of the owner's thoughtful consideration of the State's proposal.

MARKET VALUE

Before the initiation of negotiations for real property, the Department of Transportation will establish an amount which is believed to be just compensation and will make a prompt offer to acquire the property for the full amount so established. In no event will the amount be less

than the approved appraisal of the fair cash market value of the property. Fair cash market value may be defined as the price a willing buyer would pay for a property offered by a willing seller with neither party having any obligation to either buy or sell. This is known as the "willing buyer - willing seller" concept and is the basis for "market value".

In instances in which only a portion of a property is to be acquired, the compensation is based on either the value of the land taken and damages to the remainder, if any, or the "before-and-after" method. This means that the owner's loss is equal to the difference in the market value of his property before the State's acquisition and its market value immediately thereafter.

Any decrease or increase in the fair cash market value of the real property prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for such improvement other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property.

Property damage payments, under Oregon law, can be made only to those persons whose property is actually purchased or used by the Department of Transportation.

MOVING IMPROVEMENTS

The law states that the property owner is entitled to money for his property; however, if he wishes to have his house or buildings moved, this may be done provided certain conditions are met.

The property owner must agree to such a move, and the total cost to the State must be less than a cash purchase.

The property owner must make his own arrangements for moving the building. The State is not able to undertake the work nor to contract the work for the owner.

PAYMENT

An understanding of the processing of a signed agreement and the payment by check will alleviate some of the concern about a seemingly delayed payment.

The option agreement must be approved by the Oregon Transportation Commission. After approval has been received, the property owner is notified of

APPENDIX - PAGE 1

acceptance and conveyance of the title and payment may proceed. No payment of State funds may be made until a warranty deed conveying clear title has been recorded in the appropriate County records.

Any encumbrances to the title, such as unpaid taxes, assesments, mortgages, outstanding leases, or the like, must be cleared by release prior to preparation of a voucher. At the time the deed is available for recording, a voucher is prepared and forwarded to the Highway Division Controller for preparation of a check in payment for the property. Under normal circumstances, in which no cloud obscures the title, about four weeks elapse between the time a deed is received from the property owner and the time a check is mailed to him.

In the event the property owner is unable to convey and clear title satisfactorily to the State, or in the event the State and the property owner cannot reach a mutually-satisfactory agreement, a condemnation action will be filed and the amount established by the State as just compensation will be deposited with the court for distribution in accordance with the order of the court.

POSSESSION

At the time negotiations begin with a property owner, all tenants on the property as well as the owner will be notified in writing that it is the intent of the Department of Transportation to acquire the property and give the requirements for relocation benefits.

No person lawfully occupying real property shall be required to move from his home, farm or business without at least 90 days' written notice. The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

The Department is aware of the need of a reasonable time for relocation. If a property is not needed for several months, continued occupancy may be permitted at a reasonable rental through the Regional Property Agent.

EMINENT DOMAIN

The property owner need not accept the State's offer or enter into an agreement he feels to be unfair. A refusal is simply a case of disagreement between the two parties on the value of the property. The Department of Transportation,

in the expenditure of public funds, is restricted to competent appraisals in ascertaining fair cash market value.

The Department is ready and willing to reconsider its position in light of any new evidence of value presented by the owner, including a documented professional appraisal procured by the owner.

Only in the event the parties are unable to agree as to the compensation to be paid, or the owner cannot clear title, will a condemnation suit be filed. Time for an extended discussion on some projects may not be available if the State and the highway users are to avoid the loss of considerable money due to any delay in a project. Discussions can, of course, continue even after a suit is filed. The filing of the suit permits the State, under Oregon law, to authorize the contractor to enter on the property.

RIGHT OF WAY OFFICES

For the service and convenience of those affected by highway activities, the Oregon Department of Transportation maintains fully staffed Regional Right of Way Offices at the following locations:

5821 NE Glisan Street Portland 97213 Telephone No. 238-8215	9200 McLoughlin Blvd. Milwaukie 97202 Telephone No. 653-3113
2960 State Street Salem 97310 Telephone No. 378-2641	1058 W. Harvard Roseburg 97470 Telephone No. 672-6755
North The Dalles- California Highway Bend 97701 Telephone No. 382-1911	2111 Adams Street La Grande 97850 Telephone No. 963-8446

Persons having questions concerning right-of-way matters are encouraged to contact the nearest Regional Office.

QUESTIONS AND ANSWERS

ACQUISITION

1. What authority does the Right of Way Agent have in acquiring the property?

   The Agent has authority to attempt to agree as

to price and to submit his recommendation for presentation to the Oregon Transportation Commission.

2. Can the Right of Way Agent make a formal offer for the property?

   No, he cannot. Only the Transportation Commission or its designated representative has authority to make an offer. The Agent may recommend a price for the necessary parcel.

3. Is earnest money received if an option is signed?

   No. If the option is accepted by the Commission, the amount involved is mailed after the processing of the option.

4. What courses does the property owner have if negotiations fail?

   He has the right to have a jury hear the case and make an award.

PAYMENT

1. Who prepares the deed and clears the title?

   The Salem Right of Way Office of the Department of Transportation prepares and records most of the documents necessary to convey clear title; however, it is the property owner's obligation to secure signatures on any documents which may be necessary to provide clear title.

   The State orders and pays for title insurance unless other arrangements are made.

2. How does the property owner know the State will fulfill its obligation?

   The option approved by the Transportation Commission remains a binding contract even after the deed is signed. The State is bound by this agreement as to its own obligations; and, by the same token, it cannot exceed the authority contained therein.

3. Can the property owner rent or buy buildings?

   Unless other specific arrangements are made, buildings will be sold at public auction after proper notification in the newspapers. All sales and rentals are handled by the Regional Property Agent.

CONSTRUCTION FEATURES

1. Why is new right-of-way necessary? Why can't the present highway be rebuilt?

   The standards of the new Federal-aid highways, as established by the State and the Federal Highway Administration, are such that rebuilding many of the present highways to meet these standards is not economically sound. In addition, most of these existing highways will be needed to assist the freeways in carrying the heavy volume of traffic. In some cases, the present improved highway is to be used as two of the four lanes of the new freeway.

2. Who determines the necessity, location, width of rights-of-way, access control, and schedule of construction for new State highways and public projects?

   The Oregon Transportation Commission, upon recommendation of the Administrator and State Highway Engineer, and the Federal Highway Administration when required.

VALUE

1. How does the State arrive at the value of the property?

   Real estate appraisals are prepared and submitted by staff or fee appraisers, or both.

   A staff appraisal is one which is prepared by an employee of the Department of Transportation who is qualified by education, training, and experience to make property appraisals.

   A fee appraisal is one prepared by a professional appraiser who is employed for a particular job. He is not a State employee, but an independent appraiser whose services are generally available to anyone wishing to retain him.

2. How about the appraiser the property owner hires?

   The Department will gladly examine with open mind the appraisal prepared for the owner. If it is a fully-documented appraisal, the State review staff is authorized to give it the same consideration as those prepared for the State.

Rev. 12-77

MOVING BECAUSE OF THE HIGHWAY OR PUBLIC PROJECTS?

A DESCRIPTION OF THE
OREGON DEPARTMENT OF TRANSPORTATION'S
RELOCATION ASSISTANCE
PROGRAM

Department of Transportation policy requires that no family or individual will be required to vacate any dwelling until such displacee has found or been offered adequate replacement housing.

All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin. Fair housing will be available to all affected persons regardless of race, color, religion, sex, or national origin.

Federal Department of Transportation Order No. 5620.1 sets forth the same requirement for Federally-assisted projects.

Relocation legislation, because of its wide scope, is somewhat complicated and difficult to read and interpret. For the benefit of those who are affected by the Department of Transportation property acquisitions, this leaflet summarizes the principal provisions of relocation services and benefits. However, persons reading this leaflet are urged not to form advance opinions as to the benefits and amounts to which they may be entitled. The right of way agent assigned to purchase a property will have detailed information for displaced persons.

OREGON DEPARTMENT OF TRANSPORTATION

Public Law 91-646, Title II, Section 216, states as follows: "No payment received under this title" (relocation payments) "shall be considered as income for the purposes of the Internal Revenue Code of 1954; or for the purpose of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal Law."

RELOCATION SERVICES

The Department of Transportation maintains fully-staffed regional right of way offices in the following locations:

5821 NE Glisan Street Portland 97213 Telephone No. 238-8215	9200 McLoughlin Blvd. Portland 97202 Telephone No. 653-3113
2960 State Street Salem 97310 Telephone No. 378-2641	1058 W. Harvard Roseburg 97470 Telephone No. 672-6755
North The Dalles- California Highway Bend 97701 Telephone No. 382-1911	2111 Adams Street La Grande 97850 Telephone No. 963-8446

These offices maintain current lists of replacement dwellings, businesses, and farms for displaced persons, as well as current data on required deposits for utilities, closing costs, typical down payments, interest rates, and FHA and VA requirements and information. The offices also have maps showing the location of schools, parks, playgrounds, and shopping areas. Public transportation routes are shown and schedules and fare information is available. An experienced right of way agent is available to aid displaced persons to the fullest extent. Right of way agents do not expect and will not accept any fee for any service rendered.

ELIGIBILITY

It is most important to note that eligibility to receive any of the following benefits is not complete until the affected property has been purchased by the State.

GENERAL MOVING EXPENSES

Service charges for reconnecting utilities are reimbursable, except under "Schedule Move Procedures".

INDIVIDUAL AND FAMILY MOVING EXPENSES

Any individual or family displaced by a Department of Transportation project is entitled to receive a payment for reasonable expenses of moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file, within 18 months after moving, a written claim with the Department of Transportation on a form provided for that purpose. In some cases, where it is to the benefit of the displaced person, a written arrangement with the Department of Transportation will allow the displaced person to present an unbid commercial moving bill and the Department of Transportation will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

RESIDENTIAL MOVING SCHEDULE

Unfurnished
[Relocatee owns furniture]

$ 60 [1 rm]	$140 [3 rm]	$220 [5 rm]
$100 [2 rm]	$180 [4 rm]	$260 [6 rm]

Seven or more rooms – $300

Furnished
[Relocatee does not own furniture]

$15 per room up to a maximum of $300

MOBILE HOME MOVING SCHEDULE

[Based upon total floor area]

Amount of Payment	Square Foot Area
$100	Up to 200 sq. ft.
$200	201 sq. ft. – 600 sq. ft.
$300	More than 600 sq. ft.

In addition to the moving payment based on a room count or mobile home square-foot area, a dislocation allowance of $200 will be paid.

BUSINESS, FARM & NONPROFIT ORGANIZATION MOVING EXPENSES

Displaced businesses, farm operations and nonprofit organizations are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self move, the business, farm operation or nonprofit organization may be paid an amount not to exceed the lowes of two estimates secured by the Department of Transportation from competent moving companies.

Under certain conditions, businesses, farms, and nonprofit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in lieu" payment are not eligible for any other relocation benefit payment.

STORAGE OF PERSONAL PROPERTY

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the Department of Transportation and may not exceed twelve months.

REPLACEMENT HOUSING

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 180 days or more

immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, to compensate the owner for increased interest costs he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 90 days or more but less than 180 days or a tenant-occupant of 90 days or more immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of 90 days or more but less than 180 days or the tenant-occupant of 90 days or more chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the Department of Transportation.

Claims for housing additives and rent supplements must be made in writing on a Department of Transportation form supplied for this purpose and must be filed with the Department of Transportation no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by Department of Transportation personnel to ascertain that it meets the decent, safe and sanitary standards established by the Federal Department of Transportation. We advise that you have this determination made prior to making a commitment to rent or buy. Please understand that the replacement dwelling decent, safe and sanitary inspection that will be conducted by agency personnel is for the sole purpose of determining a relocatee's eligibility for a relocation payment.

POSSESSION

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days' written notice.

The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

APPEALS

Any relocatee who is dissatisfied with any ruling on his eligibility or claim for any relocation benefit payment shall have the right of appeal. Appeal forms can be secured from the right of way agent who is handling the property acquisition. The Chief Administrative Officer of the Department of Transportation has delegated his review authority to a two-member board. Appeals must be filed with the board within 90 days after the State acts on a claim or denies eligibility for a benefit.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the result reached. The decision by the board will be considered as final.

RIGHT OF WAY AGENT

Relocatees will be given detailed information regarding their eligibility and possible benefits by the right of way agent assigned to acquire the property.

1970 RELOCATION ACT – MONETARY BENEFITS

RESIDENTIAL				BUSINESS & FARM	
Owner-occupant of 180 days or more prior to initiation of negotiations for the parcel.		Owner-occupant of 90 days or more but less than 180 days and tenant-occupants of 90 days or more occupancy prior to initiation of negotiations for the parcel.		Owner-occupants and tenant-occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel.	
Housing Additive	$15,000 maximum	Rent Supplement	$4,000 maximum	Actual reasonable moving costs	Actual
Including		Or		Or	
Costs incidental to purchase of replacement dwelling		Down payment benefit and costs incidental to purchase of replacement dwelling	$4,000 maximum	Negotiated moving cost payment not to exceed lower of two estimates secured by agency	No more than low estimate
And Including		Plus		Plus	
Increased interest cost on replacement dwelling		Actual reasonable moving costs	Actual	Tangible personal property loss due to relocation	Actual value or estimated cost to move, whichever is lower
or		Or		Plus	
Rent Supplement	$4,000 maximum	Moving costs based upon schedule	$500 maximum	Reasonable cost of search for new site	$500 maximum $100 maximum for sign companies
Plus		Or		Plus	
Actual reasonable moving costs	Actual	Storage of personal property up to twelve months, if necessary	Actual	Storage of personal property up to twelve months, when necessary	Actual
Or				Or	
Moving costs based upon schedule	$500 maximum			Payment "in lieu" of all other benefits—requires approval of agency	Average of net earnings for two years prior to year of relocation $2,500 minimum $10,000 maximum
Or					
Storage of personal property up to twelve months, when necessary	Actual				

81-734-3772

APPENDIX – PAGE 4

Department of Environmental Quality Noise Control Section Comments on the Union Avenue Draft Negative Declaration

The Draft Negative Declaration contains the following deficiencies:

1. The Draft failed to show the location and the number of noise sensitive properties impacted by noise.

2. The Draft failed to discuss the impacts from increased traffic on cross streets caused by the new left turn lanes and stop signals on Union Avenue.

3. The Draft failed to adequately discuss the noise mitigation measures for the noise impacted homes (i.e. acoustical treating of the houses).

We do not agree with the Draft's conclusions that nothing can be done to reduce the noise impacts to residential properties along Union Avenue. Perhaps noise barriers are not practical on Union Avenue, however, the residential buildings could be acoustically treated. Therefore, the Final Negative Declaration should correct the above list of deficiencies and set forth a noise mitigation plan for reducing the noise impacts to affected homes on Union Avenue.

MA PDM PDE TSE SPC
ODOT - METRO

OCT 10 1978

AM PPS ltr FILE T/A

Norman L. Jette:dro
9/21/78

9062

J. ROSE

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

February 7, 1979

Robert Bothman
Metro Administrator
Oregon Department of Transportation
5821 NE Glisan Street
Portland OR 97213

Dear Bob:

Subject: NE Union Avenue Project Construction Agreements

This letter is to inform the Oregon Department of Transportation of the City of Portland's selection of a build alternative for the NE Union Avenue Arterial Reconstruction Project and to request the State to prepare a project agreement to initiate the construction phases of this project.

The City Council held a hearing on November 16, 1978, to discuss the NE Union Avenue Arterial Reconstruction Project and unanimously selected Plan #2 with Curve Plan "B". Plan #2 is described as "Combination Raised Center Median and Two-Way Left-Turn Lane." This will provide some areas of raised center median with separate left-turn lanes allowing turning movements to and from most businesses and minor cross-streets. Curve Plan "B" provides for improving the traffic movements at the curve from NE Grand to NE Union at NE Hancock. In addition the Project is investigating the acquisition and construction of a public off-street parking lot north of NE Fremont. The curve and parking lot improvements will require acquisition of four properties.

The Council also directed the City staff to continue working with your Metro office staff to complete the preliminary engineering work. This work has been proceeding very well. The Final Negative Declaration has been prepared by the City and is currently in Salem for review and signatures.

In order to avoid delays during construction this project will be divided into three phases to allow acquisition-relocation work and construction work to proceed simultaneously.

The acquisition-relocation work, which will be carried out by the State under an agreement with the City, will handle all necessary actions to provide right-of-way for the curve improvements at NE Hancock and the public off-street parking lot at NE Fremont.

The first phase of construction work will be on NE Union Avenue from NE Tillamook to NE Killingsworth. The second phase will be on NE Union Avenue from NE Schuyler to NE Tillamook, and NE Grand Avenue from NE Broadway to NE Hancock, including the curve improvments from NE Grand to NE Union. This phase will also include construction of the off-street parking lot north of Fremont. The third phase will be from NE Killingsworth to the Railroad bridge immediately north of NE Russet.

The project agreement should provide for the State to handle advertising and awarding of contracts, construction engineering, and inspection.

If you have any questions or need additional information, please contact our project manager, Peter Tryon, at 248-4528.

Sincerely,

John M. Lang by PDT

John M. Lang, Chief
Bureau of Street & Structural Engineering

PDT:ms

cc: Ernie Munch
Don Bergstrom
Peter Tryon

9062

26-1905

STATE OF OREGON

INTER-OFFICE MEMO

METRO TECHNICAL SERVICES 238-8231
DEPT. TELEPHONE

TO: THEODORE A. SPENCE
Policy & Planning Coordinator

DATE: February 2, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Union Avenue Section
Columbia Blvd.-Weidler St.
Multnomah County

The subject project has been split into three units, namely:

1.	Killingsworth to Shaver and Fremont to Tillamook	$2,384,000
2.	Shaver to Fremont and Tillamook to Broadway	1,016,000
3.	UPRR Bridge to Killingsworth	1,733,000
	Total Estimate Including Prel. Engr.	$5,133,000

The TIP authorization escalated through 30 September 1978 is $4,908,001 Federal Dollars, $5,774,130 Total Dollars.

The project is apparently within the project authorization and therefore the project is being advanced.

js

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ CPE ☐
FEB 7 1979
File: PM FA
TAA _____ LG OP

cc: Gary Zehner

9062

STATE OF OREGON

INTER-OFFICE MEMO

ODOT METRO — DEPT.

238-8231 — TELEPHONE

TO: DUANE CHRISTENSEN
Final Design Engineer

DATE: January 29, 1979

FROM: KENNETH D. LIMBOCKER
Metro Location-Design Engineer

SUBJECT: Plans for Union Avenue Project

Submitted are plans for the NE Union Avenue (Columbia Boulevard-Weidler Street) redevelopment project.

Illumination, signalization, and landscaping plans are being developed by the city and should be submitted soon. The location and length of a joint utility trench (signal, illumination, and fire alarm cable) is being determined by the city. The disposition of freight elevators is still being studied by the city. It appears that they will be eliminated and that some structural work will be necessary.

Many adjustments to water meters and fire hydrants will be necessary. We should receive a cost estimate for this reimbursable work very shortly.

Also being examined by the city is the possibility of selling a portion of the large island at the Union/Grand merge for a small office-type business development. However, at this time we should proceed as if this area will be entirely landscaped.

The status of a proposed 90'x100' off-street parking lot near Beech Street is uncertain. The city is trying to get local business to agree to be responsible for its maintenance. The properties involved are both 90' deep, one 50' wide, the other 75' wide. The extra 25' would either be sold or retained for possible future parking lot expansion. We show 2" AC surfacing over 4" of aggregate base. The city building code for passenger vehicle parking lots calls for 1½" AC and 4" of aggregate base.

Our cost estimate necessarily is incomplete, lacking illumination, signalization and landscaping estimates from the city. Preliminary figures are shown in brackets. The total cost estimate has been considerably above the original estimate of $4,500,000, due to inflation, a higher right-of-way estimate, and a city decision to go to mast-arm signal poles rather than span wires.

Rec'd. 2-1-79. Money OK
FINAL EIS being prepared
City wants Area/design/lighting/landscaping
& Contracts to Neil Comm.
Approval. Returned Survey info
to Gethsz 2-2-79. Notified
Hank Wakeley.

81-123-1307

NE Columbia x 4.01

x 0.84

PROJECT NARRATIVE

N.E. UNION AVENUE ARTERIAL RECONSTRUCTION PROJECT

This project involves improvements on a section of N.E. Union Ave. (State Highway 99E) between N.E. Weidler Street on the south and N.E. Columbia Blvd. on the north. It basically is a combined urban renewal project and transportation project to provide for safer handling of existing traffic. A Location Study Report prepared in October 1978 discussed the purpose of the project, project development, alternative designs, and environmental, economic, and social impact.

The project has been initiated and coordinated by the City of Portland. O.D.O.T. will do the engineering. Most of the direction and development has come from the City's Bureau of Street and Structural Engineering through Peter Tryon, Project Manager. Chuck Pietrok has been Project Coordinator for O.D.O.T.

PROJECT DESCRIPTION

Union Avenue presently is a heavily-used four lane arterial with considerable on-street parking available. The section south of Jessup St. is 56' curb-to-curb with some segments of parking on both sides of the street. North of Jessup the curb-to-curb width narrows to 50', with parking allowed only along some sections on the east side. Lane widths are substandard, being 10 1/2' to 11' throughout most of the avenue. The width narrows to 41' across the Union Pacific Railroad Overcrossing. Sidewalk extends the length of the project on both sides of the street. Right-of-Way widths are 80', except north of the U.P.R.R. tracks where additional width is available.

Existing surfacing is in poor condition, causing many maintenance problems. Numerous overlays have reduced curb exposure in some areas to 2". Some of the curb and sidewalks are in poor condition. Binkleman Beam tests made by O.D.O.T. in June 1978 indicate a weakened and deteriorating pavement foundation that should be entirely replaced.

Presently there are 19 signals between Weidler and Columbia, including two on Grand Ave. at Weidler and Broadway. This system is synchronized at slightly less than 30 m.p.h. Ten signals have a left-turn phase.

The "S" curve, terminating the Union-Grand couplet at Hancock Street presently provides a poor 15 m.p.h. alignment.

Proposed improvements include removal of on-street parking, widening, replacing all surfacing between Hancock and the U.P.R.R. structure, improved illumination, additional left-turn phasing, resynchronization of all signals, and landscaping. The roadway will be widened to 58', with four traffic lanes and a median area, to consist of a 10' wide raised median in some areas and continuous left-turn lane in other areas. The "S" curve at Hancock Street will be improved to provide 20 m.p.h. alignment. An additional traffic signal will be added at Skidmore Street. Tri-Met intends to

install additional bus shelters along the avenue. A possible off-street parking lot is being studied by the City.

Construction at the northerly end will terminate at the U.P.R.R. structure. O.D.O.T. bridge inspectors have found the bridge to be in adequate condition and it is not on the State's priority list for replacement. The T.A.C., City Traffic Engineers, and O.D.O.T. engineers feel that the existing bridge, although narrow, can handle projected traffic volumes without immediate widening. However, should funding become available at a later date, consideration should be given to bridge reconstruction.

An environmental assessment done in May 1977 classified the project as a Category 3, Major Non-significant. The City is preparing the final Negative Declaration.

Project length from Weidler to Columbia is 3.23 miles.

DESIGN FEATURES

Development of the design has been a cooperative effort between Metro Design and the Portland Bureau of Street and Structural Engineering. Three alternatives were studied, resulting in recommendations being submitted to the Portland City Council. On November 16, 1978 the Council approved the recommended plan.

Typical Section. Roadway width will be widened to 58', which is the state minimum standard width for a four-lane collector street with a left-turn median. The section between Weidler and Jessup presently is 56' in width. This will be widened 2' on the east from Hancock to Jessup. The existing westerly curb will remain in place. The section north of Jessup presently has a 50' roadway, with a large overflow sanitary sewer lying 4' behind the easterly curb. This section will be widened 6' to the east and 2' to the west in order to avoid placing curb directly above the sewer. This will reduce sidewalk width to 9' on the east side and 13' on the west side.

Sections of the avenue with low left-turn priorities will have a 10' curbed, landscaped median. This will extend about half the length of the project. Sections requiring left-turn access will have a 12' striped center left-turn lane. The raised median locations have been designed after careful analysis and personal contact with individual owners.

The City has proposed trees in the raised median. Originally, O.D.O.T. was opposed to any trees in that location, for safety reasons.

A median typical with 10" curb and 2:1 mounded slopes was proposed by Metro as a safety precaution. This design was reviewed and accepted by Final Design. Several designs for the 10" curb have been reviewed. We propose a standard Type "C" curb for ease of construction.

Gutter profiles have been set 7" below the existing top of curb. In some areas curb elevations on opposite sides of the street differ as much as 0.9 of a foot. In areas of raised median this differential can be taken up in the median. In areas of continuous left-turn lane a minimum crown of 0.02' per foot should be maintained on travel lanes with differential taken up by sloping the middle lane towards the lower gutter and if necessary by increasing the slope of the outside lane.

Right-of-Way width on Union Avenue throughout the section of proposed construction is 80'. Sidewalk generally extends to the right-of-way line. In March 1979 the Right-of-Way Section will acquire special entry permits from owners where proposed driveway or sidewalk reconstruction will be adjacent to private property.

Numerous utility poles, parking signs, street signs, light poles, traffic signs and a few trees will have to be removed or relocated. Minimum setback from face of curb will be the State standard 2'.

Alignment. Three plans for improving the "S" curve at the Grand-Union merge were studied. The adopted plan limits right-of-way taking to two ownerships south of Hancock St. The 200' and 100' radii curves will permit 20 to 30 m.p.h. travel, considerably better than the present 15 m.p.h. alignment.

The City has requested that corner radii be 15' throughout the project.

Surfacing. Existing surfacing is in poor condition and will be removed. Surfacing design as received from Clarence Gregg on December 5, 1977 calls for a 10" A.C. base and 2" A.C. surface, with allowance for a future 1 1/2" A.C. overlay.

Existing surfacing is a mixture of various depths and combinations of Hassam (old-type concrete with large coarse aggregate), bitulithic (old-type asphalt concrete), vitrified brick, stone blocks, and concrete, all overlaid several times with asphalt concrete. As old pavement is removed, the resulting sub-grade will undoubtedly be too low in spots, and should be backfilled with aggregate.

Pavement elevations will be lowered to obtain a 7" curb exposure. In order to maintain a crown on Union Avenue it will be necessary to extend

reconstruction work back 50' or so into numerous side streets.

A small section of badly-deteriorated curb exists along the westerly side of Union Ave. south of Jessup St. This curb will be replaced. No doubt there will be some curb breakage as existing surfacing is removed. Where it is necessary to replace curbing, about 4' of sidewalk also should be rebuilt. Some deteriorated sidewalk will be replaced. Parking strips that are 3' or less in width after widening, should be filled in with new sidewalk.

Some driveways will be reconstructed to provide a standard 1" lip exposure. Those driveways which will be left with 2" or less exposure will not be reconstructed. A few driveways which are no longer in use will be eliminated.

A few freight elevators may be affected by street widening. It appears that all or most of them are no longer in use or can be condemned due to unsafe conditions. The City is checking further into this matter. No details are yet available as to their exact dimensions or what structural work will be necessary to affect closure.

The N.E. Broadway-S.E. Harrison St. (Portland) Section contract, which was recently completed widened Grand Ave. south of Weidler to 44' roadway width. It also overlaid the pavement between Weidler and Broadway, which already was 44' wide, with 1 1/2" of A.C. The Union Avenue project will complete the Grand Ave. overlay between Broadway and Hancock.

Weidler, Broadway,
Traffic. Signals presently exist at Tillamook, Russell, Knott, Morris, Fremont, Shaver, Prescott, Alberta, Killingsworth, Ainsworth, Portland Boulevard, Dekum, Bryant, Lombard, and Columbia Boulevard. Left-turn signals and left-turn lanes were added at the following streets in the summer of 1977: Alberta, Killingsworth, Portland Boulevard, Dekum, and Lombard. Left-turn signals at Weidler, Broadway, and Columbia Boulevard had previously existed.

One new signalized intersection is proposed at Skidmore Street, which will include a left-turn phase. Eight other signalized intersections will have a left-turn phase added. A push-button pedestrian crossing signal at Failing Street will be removed. No additional push-button pedestrian crossing signals are proposed due to signal-progression problems.

The present speed limit is 30 m.p.h. Existing signals are synchronized to provide good progression for both directions at slightly less than 30 m.p.h. The 30 m.p.h. speed limit will remain so that signal progression can be maintained. Average speed today at peak hour is 26 m.p.h. with little change expected for the future. Signals will be re-synchronized to include the additional left-turn phasing.

Signal planning and design will be done by the City. Lengths of left-turn storage slots and lengths of tapers have been developed by the City.

City policy is to provide one pedestrian ramp at mid-radius on each corner in a signalized intersection, and one per corner facing across side streets in unsignalized intersections.

The City is studying the possibility of building an off-street parking lot in the vicinity of Beech St., as part of this project. It is included in the cost estimate. It would require one or two right-of-way purchases.

Landscaping. Some type of ground cover as well as trees will be planted in raised median areas. The exact type of plantings has not been determined. The Portland City Parks Bureau and the City Forester will be involved in selection of plantings. They have mentioned a tree spacing of 50', but set back from intersections far enough to allow visibility.

No sidewalk landscaping will be done under this project. However, the City is designing illumination so that sidewalk trees could be added later.

Illumination. Lighting plans are being developed by the City. City street lighting engineers have been working with the City Park Bureau to design a pattern of lights and trees which will minimize shadows along building fronts. Median lighting will be used where possible. Light poles will all be replaced by new metal poles. Old luminaires will remain in use during street construction and until new ones are in operation.

Drainage. Existing drainage is adequate, and should remain so after widening. Numerous inlets will have to be reconstructed. There are no records of the sizes of existing inlet runs. Those field-checked are 8". City engineers think they all are 8", but feel that some newer runs could be 10". We have included a nominal quantity of 10" pipe in the estimate to cover this possibility.

CONSTRUCTION

This project is tentatively scheduled to be let in three separate contracts. The first contract to be let in July 1979 will include two sections from Tillamook to Fremont and from Shaver to Killingsworth. The second contract includes two sections from Weidler to Tillamook and from Fremont to Shaver. This is scheduled for March 1980 after right-of-way purchases and relocation have been made. The third section from Killingsworth to Columbia Blvd. is scheduled for January 1981. The Union Avenue project should be completed by fall of 1981. Utility relocation work could begin prior to the first contract.

Maintenance of traffic flow during construction will be necessary to keep local businesses operative. The work will require two construction seasons, involving approximately 250 working days. Maintaining three lanes of traffic (two lanes in the peak direction, and one in the opposite direction) will require a three-phase stage construction. Phase I would keep 30' from one curb line open to traffic while the opposite side of the Avenue was constructed. This would allow for three 10' lanes. The center lane would be reversible for peak flow, and traffic restricted to two lanes during off-peak times to provide more working area. Phase II would shift traffic to the opposite side while the other side was constructed, allowing 30' for traffic as in Phase I. Phase III would complete the center 10' of the street.

Work should be restricted to two or three blocks at a time to minimize traffic disruption. Parking should be restricted at the time construction begins.

In July of 1979 the City will replace sections of an old sanitary sewer from Killingsworth to Ainsworth, and from Dekum to Lombard. This will take about two months.

Full utility service already exists. Water and sewers are provided by the City, gas service by Northwest Natural Gas, electricity by Pacific Power and Light Company, and telephone service by Pacific Northwest Bell.

The City hopes to place as many utilities as possible underground. It appears as if the illumination conduit, City fire alarm conduit, and traffic signal conduit will be placed in a common utility trench. High-voltage transmission lines which cross Union Avenue must remain above ground.

Numerous utility poles will have to be removed or relocated to obtain 2' setback from curbs. Several utility meters presently close to the curb will be relocated by the widening. Utility companies have received detailed information about the project.

Railroad trackage once extended throughout the project. Trolley service was discontinued in the 1940's and the street overlayed with asphaltic concrete, burying the tracks. Since that time, some utility work has been done. Utility contractors have been given permission to remove track in areas of utility work. Some track has been removed but no records of removal have been kept. The track is type 6"-T with a weight of 72 pounds per yard, If more trackage is removed as a result of this project, it appears that removal costs and salvage value would be very close to equal.

Several city bench marks will be removed and will have to be reset. There are six section corners or 1/4 corners down the avenue, only two of which are visible. Others, probably buried by asphalt overlays, will be re-tied by the city or county early this year. Other monuments shown on our plans as solid diamonds are part of the original land survey. These monuments may be pipe, stones, or maybe non-existent. A few may be in boxes. If any are found, they should be re-tied, but not put in boxes.

Some old decorative light poles owned by P.G.E. will be removed and replaced. The City requests that these be stockpiled for future use in the downtown area.

COST ESTIMATE

Our cost estimate includes nominal figures for aggregate base and 10" sewer pipe, both of which are unknown quantities. The railroad track removal figure is a guess. Right-of-way estimates are preliminary. Costs for illumination, landscaping, and signalization are preliminary figures received from the City. Items for the utility trench (trench excavation and special backfill material) are indeterminate at this time.

The estimated total project budget made in 1975 was $4,500,000. Funding for that amount was set aside, 86% from Mt. Hood Transfer Funds, and 14% from City funds. Interstate budget figures are inflated at 9% per year.

PAUL HAILEY
Metro Design Section

pq

Summary
Union Ave Cost Estimate, 1-25-79

	$
Area 1, Killingsworth to Shaver & Fremont to Tillamook ; July 1979	2,384,057.00
Area 2, Shaver to Fremont & Tillamook to Broadway : (R/W) March 1980	1,016,054.00
Area 3, UPRR Br to Killingsworth (Sewer) January 1981	1,733,125.50
Total :	5,133,236.50

UNION AVE. COST ESTIMATE — 1-25-79

Area 1, Killingsworth to Shaver 79+00 to 118+00 ; Fremont to Tillamook 132+00 to 170+00

ITEM	QUANTITY	UNIT	PRICE	COST	TOTAL COST
MOBILIZATION 8% of $1,753,293.50		LUMP SUM			140,263.
TEMP. PROT. & DIRECTION OF TRAFFIC		LUMP SUM			125,100
CONSTRUCTION ITEMS:					
EMBANKMENT IN PLACE	2600	Cu Yd	6.00	15,600 =	
CURB REMOVAL	7400	LIN. FT.	1.00	7400 =	
REMOVAL OF PAVEMENT	50,800	SQ. YD.	1.75	88,900 =	
SIDEWALK CUTS	6210	LIN. FT.	1.00	6210 =	
REMOVAL OF SIDEWALK	4600	SQ. YD.	1.25	5750 =	
REMOVAL OF RAILROAD TRACKS	0	LIN. FT.	0	0	
GENERAL EXCAVATION	9217	CU. YD.	5.00	46,085 =	
TRENCH EXCAVATION	66	CU. YD.	10.00	660 =	
AGGREGATE BASE	2150	TON	6.50	13,975 =	
CLASS "B" ASPHALT CONCRETE MIXTURE	31,100	TON	12.00	373,200 =	
ASPHALT CEMENT IN MIXTURE	2020	TON	90.00	181,800 =	
3/4"-0 AGGREGATES IN PRIME COAT	97	TON	20.00	1940 =	
MC-250 ASPHALT IN PRIME COAT	9	TON	175.00	1575 =	
8" SEWER PIPE	138	LIN. FT.	15.00	2070 =	
10" SEWER PIPE	62	LIN. FT.	15.00	930 =	
CONCRETE INLETS, TYPE "G-1"	22	EACH	300.00	6600 =	
CONCRETE WALKS	807	SQ. YD.	12.00	9684 =	
CONCRETE DRIVEWAYS	2870	SQ. YD.	15.00	43,050 =	
4" CONCRETE SURFACING	27	SQ. YD.	13.50	364 50	
SIDEWALK RAMPS	92	EACH	200.00	18,400 =	
CONCRETE CURBS	460	CU. YD.	120.00	55,200 =	
ADJUSTING MANHOLES	43	EACH	150.00	6450 =	
RECONSTRUCTING CONCRETE MANHOLES	1	EACH	550.00	550 =	
ADJUSTING INLETS	8	EACH	200.00	1600 =	
ADJUST WATER METERS	(26)	EACH	(700.00)	(18,200 =)	
ADJUST FIRE HYDRANTS	0	EACH	(300.00)	0	
ADJUST FIRE ALARM BOXES	0	EACH	(250.00)	0	
Trench Excavation (Utility Trench)	?	Cu Yd	?	-	
Spec. Backfill Matl. (Utility Trench)	?	Ton	?	-	
TOTAL CONSTRUCTION ITEMS					906,193.

Area 1

1-25-79

ITEM	QUANTITY	UNIT	PRICE	COST	TOTAL COST
TRANSIT ITEMS					
BUS SHELTERS	(12)	EACH	(3000.00)	(36,000.00)	
TOTAL TRANSIT ITEMS:					(36,000.00)
~~PARKING LOTS:~~					
~~CLASS "B" ASPHALT CONCRETE MIXTURE~~	—	~~TON~~			
~~ASPHALT CEMENT IN MIXTURE~~	—	~~TON~~			
~~TOTAL PARKING LOTS~~	—				
ILLUMINATION:		Lump Sum			(184,000.00)
TRAFFIC CONTROL ITEMS:					
SIGNALIZATION		Lump Sum		(431,000.00)	
SIGNING		Lump Sum		(7500.00)	
STRIPING		Lump Sum		(6000.00)	
TOTAL TRAFFIC CONTROL ITEMS:					(444,500.00)
LANDSCAPING ITEMS:					
FURNISHING & PLACING TOPSOIL	600	CU.YD.	5.00	3000.00	
LANDSCAPING (MEDIAN)	33,000	SQ. FT.	1.00	33,000.00	
FURNISHING & PLANTING TREES (MEDIAN)	67	EACH	100.00	6700.00	
~~FURNISHING & PLANTING TREES (SIDEWALK)~~	—	EACH			

Area 1

1-25-79

ITEM	QUANTITY	UNIT	PRICE	COST	TOTAL COST
DRINKING FOUNTAINS	(5)	EACH	(2000.00)	(10,000.00)	
TRASH RECEPTACLES	(24)	EACH	(200.00)	(4800.00)	
TOTAL LANDSCAPING ITEMS:					(57,500.00)
				Sub total	1,894,557.00
RIGHT-OF-WAY ITEMS:					
~~ACQUISITION~~		~~LUMP SUM~~			
~~RELOCATION~~		~~LUMP SUM~~			
EASEMENTS		LUMP SUM		(29,400.00)	
TOTAL RIGHT-OF-WAY ITEMS:					(29,400.00)
ENGINEERING ITEMS:					
PRELIMINARY ENGINEERING				171,500.00	
ENGINEERING & CONTINGENCIES 15% of 1,423,957				288,600.00	
TOTAL ENGINEERING ITEMS:					460,100.00

TOTAL COST $2,384,057.00

(RW) UNION AVE. COST ESTIMATE 1-25-77

Area 2, Shaver to Fremont & Tillamook to Broadway
118+00 to 132+00 & 170+00 to 180±

ITEM	QUANTITY	UNIT	PRICE	COST	TOTAL COST
MOBILIZATION 6% of 645,254.25 =		LUMP SUM			43,600.00
TEMP. PROT. & DIRECTION OF TRAFFIC		LUMP SUM			38,600.00
CONSTRUCTION ITEMS:					
EMBANKMENT IN PLACE	1100	Cu Yd	6.00	6600.00	
CURB REMOVAL	2200	LIN. FT.	1.00	2200.00	
REMOVAL OF PAVEMENT	14,800	SQ. YD.	1.75	25900.00	
SIDEWALK CUTS	1450	LIN. FT.	1.00	1450.00	
REMOVAL OF SIDEWALK	1717	SQ. YD.	1.25	2146.25	
REMOVAL OF RAILROAD TRACKS	?	LIN. FT.	0	0	
GENERAL EXCAVATION	2660	CU. YD.	5.00	13,300.00	
TRENCH EXCAVATION	65	CU. YD.	10.00	650.00	
AGGREGATE BASE	692	TON	6.50	4498.00	
CLASS "B" ASPHALT CONCRETE MIXTURE	8032	TON	12.00	96,384.00	
CLASS 'E' Asphalt Concrete Mix	105	TON	12.00	1260.00	
ASPHALT CEMENT IN MIXTURE	529	TON	90.00	47,610.00	
3/4"-0 AGGREGATES IN PRIME COAT	30	TON	20.00	600.00	
MC-250 ASPHALT IN PRIME COAT	3	TON	175.00	525.00	
8" SEWER PIPE	80	LIN. FT.	15.00	1200.00	
10" SEWER PIPE	96	LIN. FT.	15.00	1440.00	
CONCRETE INLETS, TYPE "G-1"	7	EACH	300.00	2100.00	
CONCRETE WALKS	564	SQ. YD.	12.00	6768.00	
CONCRETE DRIVEWAYS	960	SQ. YD.	15.00	14,400.00	
4" CONCRETE SURFACING	18	SQ. YD.	13.50	243.00	
SIDEWALK RAMPS	18	EACH	200.00	3600.00	
CONCRETE CURBS	144	CU. YD.	120.00	17,280.00	
ADJUSTING MANHOLES	15	EACH	150.00	2250.00	
RECONSTRUCTING CONCRETE MANHOLES	0	EACH	550.00	0	
ADJUSTING INLETS	3	EACH.	200.00	600.00	
ADJUST WATER METERS	(15)	EACH	(700.00)	(10,500.00)	
ADJUST FIRE HYDRANTS	0	EACH	(3000.00)	0	
ADJUST FIRE ALARM BOXES	0	EACH	(2500.00)	0	
Trench Excavation (utility trench)	?	Cu Yd	?	—	
Spec. Backfill Matl. (utility Trench)	?	Ton	?	—	
TOTAL CONSTRUCTION ITEMS					263,504.25

Area 2

1-25-79

ITEM	QUANTITY	UNIT	PRICE	COST	TOTAL COST
TRANSIT ITEMS:					
BUS SHELTERS	(3)	EACH	(3000=)	(9000=)	
TOTAL TRANSIT ITEMS:					(9000=)
PARKING LOTS:					
2" CLASS "B" ASPHALT CONCRETE MIXTURE	110	TON	12.00	1320=	
ASPHALT CEMENT IN MIXTURE	7	TON	90.00	630=	
4" Aggregate Base	208	TON	6.50	1352=	
Asph Mix in Curb	5	Ton	12.00	60=	
Asph Cement in Curb	0.3	Ton	90.00	27=	
Extra For AC Curb	200	Lin ft	2.00	400=	
Chain Link Fence, 6'	190	Lin ft	8.00	1520=	
TOTAL PARKING LOTS:					5300=
ILLUMINATION:		Lump Sum			(56,250=
TRAFFIC CONTROL ITEMS:					
SIGNALIZATION		Lump Sum		(132,000=)	
SIGNING		Lump Sum		(2250=)	
STRIPING		Lump Sum		(1800=)	
TOTAL TRAFFIC CONTROL ITEMS:					(136,050=
LANDSCAPING ITEMS:					
FURNISHING & PLACING TOPSOIL	450	Cu. Yd.	5.00	2250=	
LANDSCAPING (MEDIAN)	24,000	Sq. Ft.	1.00	24,000=	
FURNISHING & PLANTING TREES (MEDIAN)	25	EACH	100.00	2500=	
~~FURNISHING & PLANTING TREES (SIDEWALK)~~	—	EACH			

Area 2

1-25-79

ITEM	QUANTITY	UNIT	PRICE	COST	TOTAL COST
DRINKING FOUNTAINS	(3)	EACH	(2000.00)	(6000.00)	
TRASH RECEPTACLES	(8)	EACH	(200.00)	(1600.00)	
TOTAL LANDSCAPING ITEMS:					(36,550.00)
RIGHT-OF-WAY ITEMS:					
ACQUISITION		LUMP SUM		(230,000.00)	
RELOCATION		LUMP SUM		(10,000.00)	
EASEMENTS		LUMP SUM		(9000.00)	
TOTAL RIGHT-OF-WAY ITEMS:					(249,000.00)
ENGINEERING ITEMS:					
PRELIMINARY ENGINEERING				52,500.00	
ENGINEERING & CONTINGENCIES 15% of 837854.25				125700.00	
TOTAL ENGINEERING ITEMS:					178200.00

TOTAL COST $1,014,054.00

(Sewer) UNION AVE. COST ESTIMATE 1-25-79

Area 3, UPRR Str 21+60 to Killingsworth 79+00

ITEM	QUANTITY	UNIT	PRICE	COST	TOTAL COST
MOBILIZATION 8% of 1,274,005.50		LUMP SUM			101,920.00
TEMP. PROT. & DIRECTION OF TRAFFIC		LUMP SUM			91,220.00
CONSTRUCTION ITEMS:					
EMBANKMENT IN PLACE	1400	Cu Yd	6.00	8400.00	
CURB REMOVAL	10,800	LIN. FT.	1.00	10,810.00	
REMOVAL OF PAVEMENT	33,700	SQ. YD.	1.75	58,975.00	
SIDEWALK CUTS	4300	LIN. FT.	1.00	4300.00	
REMOVAL OF SIDEWALK	5440	SQ. YD.	1.25	6800.00	
REMOVAL OF RAILROAD TRACKS	?	LIN. FT.	0	0	
GENERAL EXCAVATION	7500	CU. YD.	5.00	37,500.00	
TRENCH EXCAVATION	75	CU. YD.	10.00	750.00	
AGGREGATE BASE	1600	TON	6.50	10,400.00	
CLASS "B" ASPHALT CONCRETE MIXTURE	20,830	TON	12.00	249,960.00	
ASPHALT CEMENT IN MIXTURE	1354	TON	90.00	121,860.00	
3/4"-0 AGGREGATES IN PRIME COAT	72	TON	20.00	1440.00	
MC-250 ASPHALT IN PRIME COAT	7	TON	175.00	1225.00	
8" SEWER PIPE	221	LIN. FT.	15.00	3315.00	
10" SEWER PIPE	0	LIN. FT.	15.00	0	
CONCRETE INLETS, TYPE "G-1"	20	EACH	300.00	6000.00	
CONCRETE WALKS	670	SQ. YD.	12.00	8040.00	
CONCRETE DRIVEWAYS	2150	SQ. YD.	15.00	32,250.00	
4" CONCRETE SURFACING	33	SQ. YD.	13.50	445.50	
SIDEWALK RAMPS	58	EACH	200.00	11,600.00	
CONCRETE CURBS	456	CU. YD.	120.00	54,720.00	
ADJUSTING MANHOLES	18	EACH	150.00	2700.00	
RECONSTRUCTING CONCRETE MANHOLES	1	EACH	550.00	550.00	
ADJUSTING INLETS	7	EACH.	200.00	1400.00	
ADJUST WATER METERS	(27)	EACH	(700.00)	(18,900.00)	
ADJUST FIRE HYDRANTS	(3)	EACH	(3000.00)	(9000.00)	
ADJUST FIRE ALARM BOXES	(3)	EACH	(2500.00)	(7500.00)	
Remove Wood Fence	20	Lin ft	2.50	50.00	
Inst. Chain Link Fence, (6')	20	Lin ft	8.00	160.00	
Remove & Reinst. Chain Link Fence	115	Lin ft.	5.00	575.00	
Trench Excavation (Utility Trench)	?	Cu Yd	?	—	
Spec. Backfill Mat'l (Utility Trench)	?	Ton	?	—	
TOTAL CONSTRUCTION ITEMS					669,615.50

Area 3

1-25-79

ITEM	QUANTITY	UNIT	PRICE	COST	TOTAL COST
TRANSIT ITEMS:					
BUS SHELTERS	(6)	EACH	(3,000.00)	(18,000.00)	
TOTAL TRANSIT ITEMS:					(18,000.00
~~ASPHALT ITEMS:~~					
~~CLASS "B" ASPHALT CONCRETE MIXTURE~~	—	~~TON~~			
~~ASPHALT CONCRETE III MIXTURE~~	—	~~TON~~			
~~TOTAL PAVING BIDS~~					
ILLUMINATION:		Lump Sum			(135,000.00
TRAFFIC CONTROL ITEMS:					
SIGNALIZATION		Lump Sum		(316,800.00)	
SIGNING		Lump Sum		(5400.00)	
STRIPING		Lump Sum		(4320.00)	
TOTAL TRAFFIC CONTROL ITEMS:					(326,520
LANDSCAPING ITEMS:					
FURNISHING & PLACING TOPSOIL	350	CU. YD.	5.00	1750.00	
LANDSCAPING (MEDIAN)	18,800	SQ. FT.	1.00	18,800.00	
FURNISHING & PLANTING TREES (MEDIAN)	35	EACH	100.00	3500.00	
~~FURNISHING & PLANTING TREES (SIDEWALK)~~	—	~~EACH~~			

Area 3

1-25-79

ITEM	QUANTITY	UNIT	PRICE	COST	TOTAL COST
DRINKING FOUNTAINS	(3)	EACH	(2000.00)	(6000.00)	
TRASH RECEPTACLES	(18)	EACH	(200.00)	(3600.00)	
TOTAL LANDSCAPING ITEMS:					(33,650.00)
RIGHT-OF-WAY ITEMS:					
~~ACQUISITION~~		~~LUMP SUM~~			
~~DEMOLITION~~		~~LUMP SUM~~			
EASEMENTS		LUMP SUM		(21,600.00)	
TOTAL RIGHT-OF-WAY ITEMS:					(21,600.00)
ENGINEERING ITEMS:					
PRELIMINARY ENGINEERING				126,000.00	
ENGINEERING & CONTINGENCIES 15% of 1397,526.50				209,600.00	
TOTAL ENGINEERING ITEMS:					335,600.00

TOTAL COST

$ 1,733,125.50

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: N.E. Columbia Blvd.-N.E. Weidler

Highway: Pacific East #1E

County: Multnomah

Prefix: 26-1905

Res. Engr. K. D. Limbocker

Date June 20, 1978

Ten Year
Traffic Coefficient 8.4

18 kip s.a. per day 153

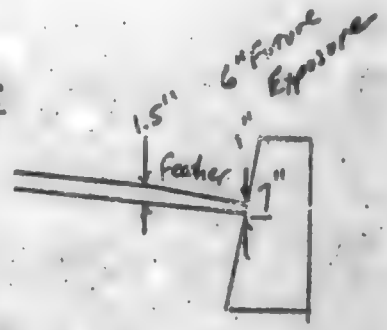
R value 9

Frost Penetration - - - -

CBE Total Requirement 27.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5" FUTURE	A.C. (Final Stage)	3.0
2.0" WEARING COURSE	A.C.W.S. (Cl. B)	4.0
10.0" BASE	A.C.B. (Cl. B)	20.0
13.5"		27.0"



*EXISTING ROADWAY
(Width 56'±)

- 1.5"	A.C. (Final Stage)
4.0"	A.C.O.L. (Cl. B) with an extra allowance (1.0") for leveling.

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

* Overlay thickness determined by deflection measurements.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SUBJECT: Oregon Project IX-9809(1)
Columbia - Weidler Section
Union Avenue
Multnomah County

DATE: January 12, 1979

In reply refer to: HFO.6-OR

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation

The noise prediction method used for this project was submitted with Mr. Potter's January 9, 1979, request for concurrence. The method used is different than those outlined in FHPM 7-7-3.

Based on information available for the proposed method, I find it acceptable for use on this project. Use of the EPA "Wyle" method is approved for this project.

Please see that the City of Portland, Bureau of Streets and Structures, has a current copy of FHPM 7-7-3, including the October 9, 1978, revision (Transmittal 282).

Original Signed By
E. J. VALACH
Project Development
Engineer
G. L. Green

cc:
C. P. Markham (ODOT/Portland)

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality

522 S.W. 5th AVENUE, P.O. BOX 1760, PORTLAND, OREGON 97207 PHONE (503) 229- 6086

January 22, 1979

City of Portland
Bureau of Streets and
Structural Engineering
400 S. W. Sixth Avenue
Portland, Oregon 97204

Attn: Mr. John Lang

Re: N. E. Broadway/Weidler -
N. E. Columbia Boulevard
(Union Avenue)
Pacific East
Multnomah County
Determination of Consistency

Gentlemen:

The Department has reviewed the Draft Negative Declaration for the above-referenced project and finds that it would be consistent with the State Implementation Plan.

Please refer any questions to me at 229-6086.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program
Air Quality Division

/kz

cc Mr. Gary Potter

RECEIVED
JAN 23 1979
BUREAU OF STREET AND
STRUCTURAL ENGINEERING

Contains
Recycled
Materials

Form FHWA 121 (Rev. 8-73)

9062

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 12, 1979

In reply refer to: HFO.6-OR

SUBJECT: Oregon Project IX-9809(1)
Columbia - Weidler Section
Union Avenue
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation

NOTED
E. S. HUNTER

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Based on information available for the proposed method, I find it acceptable for use on this project. Use of the EPA "Wyle" method is approved for this project.

Please see that the City of Portland, Bureau of Streets and Structures, has a current copy of FHPM 7-7-3, including the October 9, 1978, revision (Transmittal 282).

for G. L. Green

cc:
C. P. Markham (ODOT/Portland)

RECEIVED
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Potter
FOR
INFO | INIT | R/D | D/R | SIG | APP | FILE

9062

Region 1 - Milwaukie
December 28, 1978

EDWARD L. HARDT
Region Engineer

DON ADAMS
Project Development Manager

CONSTRUCTION FINANCE AGREEMENT
NE Columbia Blvd.-NE Weidler St.
Section
Pacific Highway East

We have reviewed the proposed City of Portland Agreement for the subject project as you requested. Our comments follow.

On the top of Page 2 the Agfeement states "all -- utility relocations -- are to be included in the total costs and participation." Further on, Paragraph 3 on Page 5 states that only those utility relocations which are eligible for federal participation shall be included in the total project costs. The language on Page 5 is correct and the statement on Page 2 should be remodeled to fit.

Paragraph 3 on Page 2 says that the State shall provide all construction engineering services and supervision for the project. Assuming the concept of this agreement is approved by both parties, that is, upon completion the City will take over the highway, I think it would be appropriate if the City would do the construction engineering, That way they can do it to their own satisfaction and we will avoid the fiasco we had on Front Avenue of trying to bring our project to their satisfaction. I see no point in our field people getting embroiled in another one of those projects when it is to be done to the City's acceptance.

Paragraph 7, Page 3. You are correct. Of those highways to be ultimately taken over by the City only those outside the limits of the construction project should be subject to corrective work before being accepted by the City. We toyed with some language to try to limit the amount of "corrective" work that the City might require before the north end of Union and Vancouver Avenue are acceptable to them. No matter how we try to say it, I'm afraid that we will be subject to a "gold-plating"process by the City's maintenance people before they will take the highways over from us. As an alternative, I'm suggesting that appropriate people from both the Highway Division and the City Maintenance Bureau make an inspection of those sections of highway now and mutually agree as to what work would be required to make them acceptable to the City. The cost of that work, assuming it's more than minor patching, then should be programmed into the project and possibly even performed as part of the project. I'm thinking of major items of work such as an overlay, bridge painting, and the like. I think the sooner we face up to the City's requirements for acceptance the better off we will all be and, therefore, propose that we address the City's requirements in the construction agreement and in the project.

I appraciate the opportunity to comment on this agreement.

ELH/gw

9062

STATE OF OREGON

INTER-OFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

DATE: December 18, 1978

TO: ED HARDT
Region Engineer

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: Northeast Columbia Boulevard/NE Weidler Street
Proposed Agreement

Attached you will find a rough draft agreement prepared by the County/City section covering construction, right-of-way and finance of the subject section and relinquishment of the portion of Union Avenue north of Broadway, as currently classified as a state highway. Vancouver Avenue is also included in the relinquishment.

Would you please review this and advise if you have any comments to add. One problem we have detected is the lack of definition on limits of the corrective work that will be done to bring this section up to standard. Only that portion of the highway not under construction should be subject to any work to be performed to place the roadway in a slope condition acceptable to the city.

You may have some other comments to make prior to drafting the copy of the agreement to be submitted to the city for their approval.

lh

cc: M. Holmes

Attachment

PROJECT MANAGEMENT
PCE ☐ CCE ☐ OM ☐
LPE ☑ FAE ☐ OPE ☐
DEC 20 1978

FAA Holmes ✓ File: PM FA LG CP

81.128.1307

7062

STATE OF OREGON

ODOT METRO — 238-8226

DEPT. — TELEPHONE

INTEROFFICE MEMO

NOTED
H. S. COULTER

TO: Donald R. Adams
Project Development Manager

DATE: December 13, 1978

FROM: R. N. Bothman
Administrator

SUBJECT: Agreement Union Avenue

I have reviewed Bud George's memo of December 4, 1978 relative to the transfer of Union Avenue over to the city.

Please continue to pursue the transfer of the northerly section of Union Avenue to the city of Portland.

I don't have strong feelings relative to the routing of 99E; and if in fact the businesses on the route so indicate, I see no problem with routing 99E over the city street.

On the other hand, I am not sure that Bud George in his memo of November 4th is aware of the city's redesign of Union Avenue, turning that into a local boulevard and the complete urban renewal project to reorganize the businesses into local community shopping sites. It just may be that with this revamping of the urban renewal program, similar to the south auditorium program, the routing of 99E through that facility would not be desirable. I suggest you pursue that question with Don Bergstrom and the Union Avenue CAC Committee to see where their current stance is.

Also, of course, in the mill is the Marquam Bridge ramp project which definitely relates to the southerly portion of Union Avenue. It may very well be that we will have the opportunity to transfer that portion also to the city, whereby 99E could then be routed off at the Morrison Bridge onto Union and McLoughlin, or perhaps even routed off at the east Marquam interchange onto McLoughlin.

In any case, we should expeditiously pursue the turnover of jurisdiction of the northerly section prior to proceeding with any construction finance agreements. That turnover should be made a condition of the construction finance agreement of the Northeast Columbia Boulevard-Northeast Weidler Street section.

ke

cc: [redacted] Coulter
E. S. Hunter
E. L. Hardt

cy LE George
12/14

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DEC 14 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

CON 2-10-1

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic DEPT. 378-6537 TELEPHONE

TO: Don Adams
Metropolitan Office

DATE: December 4, 1978

FROM: L. E. George
Traffic Engineer Supervisor

NOTED
H. S. COULTER

SUBJECT: Agreement
Union Avenue Project (N.E. Columbia Blvd. - N.E. Weidler Street)
City of Portland
FA #IX-9809 (1)

We have reviewed the November 27, 1978 letter from Jon Rose to Jerry Wimer in which an agreement was requested to transfer ownership of Union Avenue from the Union Avenue Interchange to Broadway Street to the City of Portland.

The routing of 99E in North Portland dates back many years, It would be a hardship on the many businesses located on the route to change their advertising from the route to a city street address.

We have also studied the area for an appropriate and convenient location to terminate the route and was unable to find one that is satisfactory. The present route ending at the Union Avenue Interchange appears to be the only logical location to end the route.

It is the recommendation of this office,that in the event the street is given to the City, is that the routing of ORE99E be kept on Union Avenue in it's present form.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

NOTED
L. E. GEORGE

ELS:cs

cc: H. S. Coulter
E. S. Hunter
E. L. Hardt
Jerry Wimer
Jon Rose

RECEIVED
DEC 14 1978
TRAFFIC ENGINEERING

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L E George
FOR
Info | Inves | R/D | D/R | Sign | Act | File

All other things aside - is there any reason why routing of ORE99E can't be on a city street? Example ORE219 in Salem.
Scott

9062

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO
DEPT.

238-8250
TELEPHONE

TO: JERRY WIMER
Local Government Programs Engineer

DATE: November 27, 1978

FROM: JON ROSE
Federal Aid Coordinator

SUBJECT: Agreement
Union Avenue Project (~~SE~~ NE Columbia Blvd.- NE Weidler Street)
City of Portland
FA #IX-9809 (1)

With preliminary engineering nearing completion on the Union Avenue Improvement Project between NE Columbia Boulevard and NE Weidler Street, Metro would like a construction/finance agreement prepared which would, in addition, transfer all jurisdiction and title to the city for that portion of the Highway lying north of NE Broadway Street. The following items should be considered:

1. The state will be responsible for construction engineering.
2. The state will, under separate agreement, acquire the right-of-way.
3. Upon completion of the project the state will relinquish to the city all jurisdiction for that section of Union Avenue between NE Broadway Street and the Union Avenue connection to Interstate 5. Prior to tranfer, State will perform any needed maintenance on that section lying north of NE Columbia Boulevard.
4. The city will accept all jurisdiction of the completed project including the off-street parking lot, all subsurface drainage and utilities, illumination, signing and signals and will maintain the completed facility in the manner satisfactory to the Federal Highway Administration and to the State of Oregon.

Preparation of this agreement is not a crisis situation and Metro would appreciate a draft before the agreement is typed in final form so that any questionable details may be discussed with the city. If you have any questions please let me know.

lh

cc: E. Hardt
E. Hunter
S. Coulter
L. George

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
NOV 30 1978

File: PM FA LG OP

TAA Holmes
See 12-1-78 note

11-30-78
Dear
Re-examine the
typed carefully
and discuss
EDN

RECEIVED
TECHNICAL SERVICES
NOV 29 '78
REFER TO Marketing
FOR
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81-128-1307

9062

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

FAI-X

Date October 20 19 8 — Week ending October 21 19 8

Job name N.E. Columbia Blvd.-N.E. Weidler — Highway (Union Ave.) Pacific East, FAU 9809

County Multnomah

	Unit 1	2	3	4
Unit name	Col. Blvd.-N.E. Weidler			
Job prefix	26-1905			
Anticipated per mile cost of survey				
Per cent Complete — Total				3.35
Per cent Complete — Staked — Preliminary				0
Per cent Complete — Staked — Location				0
Per cent Complete — Field				
Per cent Complete — Office				
Date of Survey — Started				10/12/77
Date of Survey — To be completed				11/79
Estimated construction cost				$4,400,000

Expenditures — This Week — Salary 163

Other

Previous total 41,979

Total (including this week) 42,142

Anticipated total $157,000

Authorization — Field (901) $157,000

Per cent expended 27%

Anticipated overrun

Mail address 5821 Northeast Glisan Street

Portland, OR 97213

Signed [signature]

KEN D. LIMBOCKER

Title METRO Design Engineer

REPORT OF WEEK ACTIVITIES

Minor work. Awaiting selection of alternate

NOTED
G. C. WILLS

NOTED
W. N. HACKLEMAN

INSTRUCTIONS: Original to Salem office; duplicate to Division Engineer, triplicate to be retained. (Use back if additional space is requir

1062

June 13, 1978

MEMO TO FILE

FROM: Donald R. Adams

SUBJECT: Project Staff Meeting Minutes
June 6, 1978

2. Weidler-Columbia, Union Avenue - A Benkelman beam is being run on the pavement for this project. Median treatment has been under question but is being resolved by a letter to the City discussing median treatment and trees and illumination poles placed in the median. The City is advancing three alternatives; one with a raised median, one with a continuous left-turn lane and the third, a combination of both. The City is advancing the project to the public through the CAC. Our staff, outside of our coordinator and design engineer, have not been able to review the alternatives. Ken Limbocker should arrange such a review. The schedule on this project is tight with a complete neg. dec. scheduled for July, 1978. Schedule should also be confirmed by Ken Limbocker.

9062

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 7, 1978

RECEIVED
TECHNICAL SERVICES
JUN 9 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Ign | Ct | File

PETER TRYON
City of Portland
400 SW Sixth Avenue
Portland, OR 97204

Subject: Union Avenue Arterial
Reconstruction Project

Recently at a meeting, you expressed some concern that ODOT had not properly addressed the question of raised medians and trees in the median on the subject project.

In my letter to John Lang of April 2, 1978, regarding this project, I indicated that raised medians were acceptable. Perhaps that response was lost in the concern to provide 11-foot turn lanes at the intersections.

In the matter of trees in the median, I thought the word on our position would reach you informally before now. Our position on trees in that they should be set back a minimum of two feet from the curb line to provide adequate clearances for moving vehicles. Trees should be limited to varieties that grow with a trunk diameter of four inches or less. A single row of trees is acceptable in an 8-foot median. However, trees should not be placed in medians along left-turn refuges.

There is also a question of roadway lighting in the medians versus roadway lighting in the sidewalk areas. It is the Department's position that the lighting not be installed in the median areas and that the median be kept as free of major obstructions as possible. Trees with four-inch diameters are considered a less hazardous obstruction which apparently will yield if struck by an automobile. Lighting poles, however, pose more of a hazard to an impacting vehicle and, when they fall across moving lanes of traffic, to motoring public in general. Our requirement for roadway lighting where narrow medians are proposed as on Union Avenue, is to install poles in the sidewalk areas. This has a side benefit of providing more illumination for pedestrians.

DONALD R. ADAMS
Project Development Manager

po

cc: John Lang
R.N. Bothman
[redacted]
J.H. Versteeg
K.D. Limbocker
C.T. Pietrok

9062

STATE OF OREGON

INTER OFFICE MEMO

TO: MEMO TO THE FILE

DATE: April 20, 1978

FROM: ROBERT N. BOTHMAN
Administrator

NOTED
E. S. HUNTER

SUBJECT: Union Avenue Project

Discussed Don Adams' draft to John Lang, subject Union Avenue arterial reconstruction project. Hunter concurred with transmittal of the letter.

Also reviewed the discussion paper prepared by Adams. Hunter agreed with the raised median policy, "raised medians are acceptable" and with the minimum section as a compromise to the standard section which, "provides minimum standard throughout project length."

Hunter recommended changes which I concur with the Metro recommendation on trees which would be as follows: Street trees should be set back a minimum of two feet from the curb line. Trees should be limited to a four inch diameter. Trees should not be placed in medians along left turn refuges. A single row of trees is satisfactory in an eight foot median.

Hunter agreed with our roadway lighting recommendation, which recommends "the median be kept clear of obstructions as much as possible."

RNB:clk

cc: [redacted]
J.H. Versteeg

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APR 24 '78
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FOR
Info | Invest | R/D | D/R | Supv | Act | File

81-125-1287

Union Ave Project

Discussion Paper

Medians:

Raised medians are acceptable.

ODOT approved a raised median in Feb 1977 in response to inquiry by City. Width to be 10'

Cross section

Minimum standards for cross sectional dimensions are acceptable.

ODOT approved 11 foot lanes, 1' shy distance and 12' Left Turn Lanes in Feb 1977 as above. This is a 58' curb to curb width

City has requested NE Hancock to NE Jessup to use a 56' c to c width. Either a sub-standard 10' Left Two Lane or 10' through lanes.

City's Justification

1. Cost Savings $400,000
2. Union Ave. Redevelopment Plan goal is to restrict improvement with in

curbs

3. Traffic decreases after I-205 opening
4. Their Traffic Engineers say a 10 ft. left turn lane is ok
5. Speeds will be low
6. Proposed design will remove parking so lane widths will be wider than existing.
7. Desire to maintain existing curb line.

Metro's recommendation is to use the 56 section between intersections but widen at channelized intersections to 58'. This provides minimum standard through out project length.

Metro's Justification

1. Minimal added cost $150,000 - 160,000
2. Only 200'± of curb must be set back at each channelization.
3. Raised medians focus traffic conflicts at intersections.
4. Narrow areas aggravate conflicts

as the real compensation has shown

5. These intersections should be designed to full standard if possible. Our position now is already a compromise.
6. The alignment of curb will not be straight but the auto operation thru the 1 foot offset in not significant.

The City will not like our position.

1. Crooked curb alignment
2. Costs
3. Citizen Participation effort will have to back track.
4. Some city employee's consider Union Ave as "their" street not as a driver.

Alternatives

1. Stick to Mchc recommendation
2. Accept City's plan — no strings
3. Accept City's plan with understanding and agreement that City will.

take over road for operation and maintenance.

NEED CONCURANCE WITH METRO RECOMMENDATIONS

Trees

City's plan call for both median (8'-10') and curbside tree plantings.

ODOT has not approved. ODOT policy hinges, rather loosly, on the unsafe condition trees constitute when planted close to moving traffic.

Metro recommends the median be kept clear of trees & that curbside trees be set back a minimum of 2' from the curb line.

Metro Justification

1. Safer with no trees.
2. Maintenance easier
3. Tree plantings more suitable for local city streets – not state highways.

The City's objectives will be

1. Tree planting consistent with neighborhood input.
2. Creates a more positive image & pleasing environment as directed in Union Ave Plan Goals.

Alternatives

1. Stick to Metro's recommendation
2. Allow limited number and/or size tree (too short a tree might impair visibility)
3. Accept City's plan - no things
4. Accept City's plan and turnover highway to them.

NEED POLICY ON TREES PLANTED IN RAISED MEDIANS ON ARTERIAL/COLLECTOR STREETS.

Roadway Lighting

City's plan call for roadway lighting in the median.

ODOT has not approved this location for roadway lighting. Again ODOT policy hinges on the inherent safety hazard of a luminaire pole in a narrow (8'-10') median.

Metro recommends the median be kept clear of obstructions as much as possible

The City has already taken their plan for median luminaires to the public but even more critical the cost for comparable illumination levels is $175,000 more for the roadside lighting than the median lighting.

Alternatives

Same as before

NEED POLICY ON LOCATION OF LUMINAIRES

OR

POLICY TO LIMIT USE OF RAISED MEDIANS.

Oregon State Highway Division

METROPOLITAN SECTION, 5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

April 20, 1978

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
APR 21 '78
REFER TO Consltg
FOR
Initial | Immediate | Per | Per | Per | Per | File
X

JOHN LANG
Bureau Chief
Bureau of Streets and
Structural Engineering
City of Portland
400 SW Sixth Avenue
Portland, OR 97204

cy
4-24-78

Subject: Union Avenue Arterial Reconstruction Project

Dear John:

Metro has reviewed your letter of February 24 concerning the design standards for NE Union Avenue from Weidler to Columbia and the typical sections submitted with that letter.

The proposed section from NE Jessup to NE Russett widened to 58 feet as you proposed is acceptable. This provides four 11-foot lanes; 1-foot and 2-foot shy distance from the right curb and left curbs, respectively; and a 8-foot raised median, except that 12-foot left-turn lanes will be developed at intersections.

Your recommended center line off-set, two feet to the east, may pose a couple of problems. The sewer will be two feet into the roadway and maintenance on this sewer, besides disrupting traffic, could make driving hazardous if adequate repairs and patches are not made after the completion of the work. This is a disadvantage but should not be serious. A second problem will exist at intersections because of the additional difference in pavement elevations. Because of the cross-section slope, the difference in elevation between the shoulder on Union Avenue and the centerline of the cross-secting street will be somewhat greater. This condition can be aleviated by a modification to the cross street crown. I recommend this be studied in more detail.

In the section from NE Russett to NE Columbia Boulevard, you propose to narrow the median as necessary to maintain street improvements within existing curb lines. As I undertand this proposal, the lane widths and shy distances would be maintained at 11 feet and 1 foot, respectively. Considering the need to adjust the cross-section to meet the existing railroad over-crossing cross-section, this proposal is acceptable.

In the section from NE Hancock to NE Jessup, you propose to maintain the existing 56-foot wide street to provide the following cross-section: four 11-foot lanes, 1-foot shy distances from both the left and right curb lanes, an 8-foot median between intersections and 10-foot left turn lanes at the intersections. With the exception of the 10-foot left-turn lanes, this cross-section is acceptable. ODOT does not share the city's opinion that a 10-foot left-turn lane is safe and adequate for new construction on an arterial street. ODOT's desirable standard for left-turn medians on arterial streets is 14 feet with a minimum of 12 feet. This is in agreement with ASSHTO recommendations of 18 to 14-foot desirable standard with a minimum 12-foot on arterial and collector streets.

The cross-section that we are recommending is a 56-foot roadway between intersections and a 58-foot roadway at intersections where left-turn lanes are provided. This would afford 11-foot lanes, 1-foot shy distances and an 8-foot median between intersections and 11-foot lanes, 1-foot shy distance and a 12-foot median left-turn lane at intersections. This request is consistent with the proposed section offered by the city in the January 27, 1977 letter from Mike Lyons.

Mr. Lyon's revised drawings dated January 15, 1976, indicated "a 10-foot median with 11-foot inside lanes and 12-foot outside lanes and 12-foot sidewalks. However, where a left-turn lane is provided, there is provision for a 12-foot turning lane, and 11-foot inner lanes and 12-foot outer lanes with a reduction in sidewalks to 11 feet." ODOT's present recommendation varies from this only in the width of the median between intersections wherein we recommend 8-foot medians versus the 10-foot median recommended by Mr. Lyons. Our reply to the city's letter of January 27 was dated February 27 and signed by R. N. Bothman. It was agreed that the typical section proposed met the minimum standards for the facility with the reservation that the minimum shy distance to the curb should incorporate a two-foot setback from the face of the curb to any obstructions behind the curb.

It is agreed that traffic on Union Avenue will decrease after the opening of I-205. However, with raised medians, we could anticipate an increase in the number of left turns at intersections. This would be due to the

tendency to concentrate the turning movements at these intersections in order to provide circulation to businesses along Union Avenue. Accident experience along sections of highway with raised median reflect an increase in accidents at the intersections due probably to the increase in the number of left turns required to use these intersections. The intersections seem a poor place to skimp on cross-sectional width in light of the increase potential hazard.

I have asked our Traffic staff to review accident statistics on sections of highway with narrow lanes versus those with standard lanes widths. This analysis is limited by not only staff time but by the lack of any data on accidents resulting in damage less than $200 and by the difficulty in establishing totally comparable sections of roadway; ie, similar grades, similar accesses, similar roadside culture, comparable speeds, etc. Even so, on those arterial roadways checked, the narrower lane roadway had a higher accident experience per mile of travel than the roadway with the wider lanes on an order of magnitude of two. The sections of highway for this comparison were as similar in other aspects as can be selected in the metropolitan Portland area and do reflect the conditions on urban arterials. Further compromise on lane width would need further justification.

Our proposal to widen at the intersections to gain an additional two feet in median width would require approximately 100 feet of curb removal and adjustment approaching and leaving the intersections. We have estimated that this would cost about $150,000 total for nine signalized intersections with two-way left-turn refuges between NE Hancock and NE Jessup. For this small cost relative to the total project cost the reasonable benefit of an additional 2 feet of left-turn median can be realized. The impact on the businesses in losing one foot of sidewalk does not seem significant. Construction time should not be extended by this additional curb work.

In summary, ODOT recommends that the typcial cross-sections used to design this project should be as proposed by city staff in January of 1977 and approved by ODOT for use on this project. We have carefully reviewed your proposal and suggested justificaton for a lesser construction standard. However, we do not feel it prudent to design and construct a new section of roadway to a standard less than our indicated minimum and less than the minimums recommended nationally by ASSHTO.

DONALD R. ADAMS
Project Development Manager

ls

cc: R.N. Bothman

bcc: E.S. Hunter, J.D. McClure, K.D. Limbocker, C. Pietrok

9062

5

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67608-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
400 SW 6th Ave.
Portland, OR 97204

Attention of John Lang
Highway Coordinator

Request No. (assigned by staff engineer or head of section) CC-1808

Date April 10, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit $35,000

Quantity	Unit	Description	Unit Price	Amount
		To be retained in Advance Deposit	$3,500.00	
		To be transferred to State Hwy. Funds for the Columbia Blvd.-Weidler Section. [redacted] Agreement No. 6286		$31,500.00

If payer has made payment for this service, indicate the amount of payment. $.....

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $35,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $.....

Give the number of the last previous request in connection with this same service. .....

Credit distribution:
26-1905-295

Submitted by:
Fred Hildebrandt
Fred Hildebrandt

Approved:
.....
Regional Engineer

Approved:
Gerald W. Wimer
Gerald W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Form 81-734-1382 (4/77)

9062

AD 368

2-13-78

OREGON STATE HIGHWAY DIVISION

NOTIFICATION OF ADVANCE DEPOSITS

General Ledger Account 242.00

TO: FINANCE BRANCH - LEDGERS & REVENUE UNIT
ROOM 434 - TRANSPORTATION BUILDING
SALEM, OR 97310

ACCOUNTING USE ONLY	
Reference (1-11)	PORTLAC
Invoice No. (12-17)	1871
Date of Deposit (18-23)	2-13-78
Sort Key (24-26)	LPU

Depositor ~~CITY OF~~ PORTLAND City of (27-58)

Amount $ 35,000.00 (59-67)

Project Name or Purpose Columbia Blvd.-Weidler St. ~~Section~~ (Union Ave.) (18-49)

Contract No. _____ (50-53)

Agreement No. 6286 (54-58)

Prefixes 26-1905 (59-65) _____ (66-72) _____ (73-79)

Federal Aid Project, Right of Way File, or Other ID No. IX-9809(1) (18-37)

Section Responsible for Monitoring Project Metro (38-52)

Section Responsible for Billing Project ~~Local~~ Programs Unit (53-67)

Billing Method (CHECK ONE ONLY):

1) Monthly ☐ 2) Upon Completion ☒

ACCOUNTING USE ONLY
3) Other ☐

Estimated Completion Date December, 1979 (69-74)

REMARKS: Preliminary engineering advance deposit for Interstate Transfer Project. City will pay 14% of participating costs plus 100% of non-participating costs.

Region _____ District _____

Section Local Programs Unit Submitted by Gary E. Zehner Date 1/19/78

Received in Accounting by _____ Date _____

9062

ROUTING SLIP Date: 1-20-78

DEPARTMENT OF TRANSPORTATI

Director	FHWA	Public Affairs
Chief of Operations	General Files	Public Transit
Asst. Dir.-Administration	General Services (DOT)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Information Systems (Lana Ave.)	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Computer Center (Lana Ave.)	Materials & Research	Technical Services Engineer
Construction	Motor Vehicles	Traffic Support Services
Data Processing (Transp.Bldg.)	Organization & Manpower Services	Transportation Policy & Program Development
Employee Development	Parks & Recreation	Travel Information
Engineering (Design)	Permits & Weighmaster	Utilities
Environmental	Personnel Operations	Metropolitan
Equipment Shops	Photocopy	Region Number ____
Finance (DOT)	Proj. Mgmt. & Operations Planning	District Number ____

ATTENTION: JON ROSE

FROM: ZEHNER

Please request P.E. Advance Deposit.

(P.E.) TOTAL COST - $350,000

FED FUNDS - 301,000 49,000

City work - 100,000

~~Fed. Funds~~ - 14,000 ← city share

Form 81-731-0022 (7/77)

ADV. DEP. = 49,000 - 14,000 = $35,000

AD 368

E HIGHWAY DIVISION

)F ADVANCE DEPOSITS

ger Account 242.00

T

ACCOUNTING USE ONLY	
Reference	(1-11)
Invoice No.	(12-17)
Date of Deposit	(18-23)
Sort Key	(24-26)

Columbia Blvd.

eidler St. Section, Union Ave.

(18-49)

Agreement No. 6286 (54-58)

(66-72) (73-79)

Federal Aid Project, Right of Way File, or Other ID No. IX-9809(1) (10-37)

Section Responsible for Monitoring Project Metro (38-52)

Section Responsible for Billing Project Local Programs Unit (53-67)

Billing Method (CHECK ONE ONLY):

1) Monthly ☐ 2) Upon Completion ☒

ACCOUNTING USE ONLY

3) Other ☐

Estimated Completion Date December, 1979 (69-74)

REMARKS: Preliminary engineering advance deposit for Interstate Transfer Project. City will pay 14% of participating costs plus 100% of non-participating costs.

Region ____ District ____

Section Local Programs Unit Submitted by Gary E. Zehner Date 1/19/78

Received in Accounting by ____ Date ____

H V

9062

December 14, 1977

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yarkovick
Auditor

MISC. CONTRACTS and AGREEMENTS No. 6296

Gentlemen:

Attached for your files are two fully executed copies of an agreement concerning the N.E. Columbia Boulevard-N.E. Weidler Street Section of N.E. Union Avenue in the City of Portland.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

G. W. Read
COMMISSION SERVICES

bhr

Attachments

bc: Don Harwell (agreement attached)

9062

THE CITY OF PORTLAND OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

12-1-77
November 18, 1977

Mr. R. N. Bothman, Metropolitan Engineer
Oregon State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Jon Rose, Regional Federal Aid Engr.

Dear Mr. Bothman:

Enclosed are quadruplicate copies of agreement providing for preliminary engineering for the N. E. Union Avenue Arterial Reconstruction Project (FAU Route 9809), from N. E. Weidler Street to N. E. Columbia Boulevard, as authorized by Ordinance No. 144705.

Will you kindly have the proper persons sign all four copies of the agreement which have already been executed by the City of Portland, and return two copies to the Auditor, Room 202, City Hall, Portland, 97204.

Your prompt attention to this matter will be appreciated.

Yours very truly,

[signature]
Auditor of the City of Portland

To: GERRY WIMER | Date Dec 1 '77
From: JON ROSE, METRO
Program Mgmt. | Traffic | Region 1

Comments: For approval and further processing. Note that this was modified by City and is subject of my letter to you dated Oct. 19 '77. The revised version has been reviewed by Metro and has approval of Metro Administrator.

Jon Rose

cc Region I

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ CPE ☐
DEC 2 1977

TAA [signature] File: PM FA LG OP

10-2

11-3-77

To: TERRY WIMER - GARY ZEHNER | Date

From: JON ROSE , METRO

Program Mgmt. | Traffic | Region 1

Comments: Is this new revision acceptable? Please advise so we may get back to the City. Jon

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
NOV 2 1977
TAA
File: PM FA LG OP

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF PUBLIC WORKS ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

October 31, 1977

Jon Rose, Federal Aid Enginee
Oregon Department of Transpo
Metropolitan Section
5821 NE Glisan Street
Portland, Oregon 97213

RE: Preliminary Engineering Agreement
Union Avenue Project
(NE Columbia Boulevard - NE Weidler Street)
City of Portland

Dear Jon:

Attached are three copies of the PE Agreement for the Union Avenue Project as is now considered acceptable to both the City and the State. Since my letter of revisions was delivered to you on October 18, I have reviewed the suggested changes with you, Ken Limbocker, and Gary Zehner. In a phone conversation with Gary this morning we agreed to handle the proposed revisions as follows:

Item #1: Title - INTERSTATE TRANSFER PROJECT will be used as part of the title and in Recital #2 "interstate transfer funds".

Item #2: City to prepare preliminary design for traffic signalization. State agrees with inclusion in THINGS TO BE DONE BY CITY #1.

Item #3: City payment of advance deposit. State agrees with revision to THINGS TO BE DONE BY CITY #4, providing for "deposit with State a sum of money equal to 14 percent of the estimated cost of preliminary engineering work performed by the State."

Item #4: Limitation of City participation. City agrees to delete the following wording from General Provisions #1 "however, said amount shall not exceed $49,000 without the express consent of the Portland City Council."

Item #5: Signature of City Traffic Engineer. State agrees with inclusion on signature page.

Please forward copies of this agreement to Ken Limbocker and Gary Zehner immediately for their review. Although they have each given oral approval to these changes I would like them to each have a copy before it is sent to the City Council for approval.

This PE Agreement will be filed this Thursday, November 3, for City Council approval next Wednesday, November 9.

Sincerely,

PETER D. TRYON
Union Avenue Project Manager

MA PDM PDE TSE SPC
ODOT - METRO
NOV 1 1977

PDT:jt
cc: John M. Lang
Attachments

AM PPS

FILE T/A

11-3-77 Agreement ok as revised. Notified Jon Rose & Peter Tryon. Z

GARY ZEHNER

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

October 31, 1977

Jon Rose, Federal Aid Engineer
Oregon Department of Transportation
Metropolitan Section
5821 NE Glisan Street
Portland, Oregon 97213

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(NE Columbia Boulevard - NE Weidler Street)
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Sincerely,

PETER D. TRYON
Union Avenue Project Manager

PDT:jt

cc: John M. Lang

Attachments

9062 10 31 77

PROJECT MANAGEMENT OFFICE MEMO

Date 10-27-77 & 10-31-77

Subject UNION AVE AGREEMENT REVISIONS File No. _____

Received (call) (visit) from _____

Address _____

Made ~~(call)~~ (visit) to Jack Sallis Phone _____

Reason for contact and general discussion: To review Revisions to agreement suggested by City of Portland. Jack says we can't limit City participation, City has to pay the difference between total cost and Fed funds, relayed to Jon Rose. Also told Jon that "Interstate Transfer" should remain as title to the agreement. Revisions in Item 2, 3 & 5 are ok.

10-31-77 Discussed revisions with Peter Troyer, he will type agreement w/ revisions and send copies & original 11-1.

Signature Jody E. Zehm

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

9062

5

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

October 27, 1977

Telephone: 238-8320

Peter Tryon
Project Manager
400 S.W. Sixth Avenue
Portland, OR 97204

Subject: Union Avenue Project

This letter is to confirm our conversation regarding the funding in relation to the City-State agreement for the subject project.

In the event that the agreement is not completed, all funds expended on the project will be the responsibility of the City.

Verbal notification of project approval was given to you by telephone on October 7, 1977, and by letter October 10, 1977.

Due to a series of unfortunate delays, the agreement has not been finalized to date. I would like to suggest that you keep in close contact with Gary Zehner, Telephone (Salem) 378-6514, to expedite the redrafting of the agreement and then persue Council approval.

Due to the tight time frame, I do not want to see the project delayed, and I am sure you share this concern.

KEN D. LIMBOCKER
Design Engineer

js

cc: [redacted]

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
OCT 28 1977
TAA Zehner File: PM FA LG OP

9062

STATE OF OREGON

INTEROFFICE MEMO

TO: GERRY WIMER
Local Government Programs Engineer

FROM: JON ROSE
Federal Aid Engineer

DATE: October 19, 1977

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
OCT 26 1977
File: PM FA
TAA LG OP

SUBJECT: Revisions to Proposed Agreement
Union Avenue Project (Columbia Boulevard-Weidler Street)
City of Portland

Peter Tryon of the City of Portland has raised some objections to the proposed agreement on the Union Avenue project and returned to us a copy which incorporates several revisions. Peter's cover letter indicates that he has discussed this with Mainor Holmes, Gary Zehner and Ken Limbocker but this is the first opportunity we have had to look at the revised agreement itself.

In reviewing this, Don Adams has found some of the revisions questionable and before these are incorporated into the agreement, they should be checked by Accounting and the Legal Section. Taken item by item, METRO's questions are:

OUR WAY Leave Int. Transfer

Item 1 - Title. We feel that this is an insignificant matter but disagree with the City. "Interstate Transfer" seems appropriate.

OK

Item 2 - City to prepare preliminary design for traffic signalization. METRO has no problem with this.

OK

Item 3 - Question of advance deposit. This appears to introduce accounting complexities and should be checked with Legal and Accounting to be certain that this is something we can live with.

OUR WAY

Item 4 - Limitation of City participation. On the surface, this does not appear acceptable. Should the costs incurred by either the City or the State run the City's share over $49,000, who is to pay the difference? This appears to saddle the State with the entire risk of overrun with no responsibility at all shared by the City.

OK

Item 5 - Signature by the City Traffic Engineer. METRO concurs that this is not only acceptable but probably desirable.

The City's proposed revised agreement is sent for your review and whatever action appears appropriate. If it is acceptable as revised by the City, please advise and the City will sign and return the revised agreement.

JR/ldo
Attachments
cc: Ed Hardt w/attachments
Ken Limbocker "

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
OCT 26 1977
File: PM FA
TAA LG OP

01-125-1367

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

October 18, 1977

Jon Rose, Federal Aid Specialist
Oregon Department of Transportation
Metropolitan Section
5821 NE Glisan Street
Portland, Oregon 97213

RE: Revisions to Proposed Agreement
Union Avenue Project
(NE Columbia Boulevard - NE Weidler Street)
City of Portland

Dear Mr. Rose:

The State's proposed agreement for preliminary engineering of the NE Union Avenue Project has been reviewed by the City and we have found certain points which we believe can benefit from clarification or minor changes. The attached revised agreement has these changes or additions underlined in red. All these points have been discussed with at least one of these persons; Maynard Holmes, Gary Zaner, or Ken Limbocker.

Following is a list of the Changes recommended by the City and reasons for each:

TITLE: "WITHDRAWAL" The City's understanding is that the correct description for section 103(e)(4) is "Interstate Withdrawals".

THINGS TO BE DONE BY CITY 1. "... prepare preliminary design for all traffic signalization, ..." It has been normal practice for the City to prepare preliminary traffic signal designs and then submit them to the State for review and inclusion in the final design.

THINGS TO BE DONE BY CITY 4. "... 14 percent of the estimated cost of preliminary engineering work to be performed by the State." The previous wording for this section did not agree with the wording of THINGS TO BE DONE BY STATE 3. Previously City 4 implied we would make a deposit of 100 percent of the local share for ALL work, State and City, while State 3 said the City would only be reimbursed for 86% of its costs. This point was discussed with Maynard Holmes who suggested the revised words used here.

No —

OK —

Check accounting sounds wrong ☆

cc Limbocker
Note PE not supposed to start until deposit on hand
Don.

3.

OK

GENERAL PROVISIONS 1. "... cost of the preliminary engineering phase of the project and the amount contributed by the Federal Government, however, said amount shall not exceed $49,000 without the express consent of the Portland City Council." The wording is recommended by our City Attorney's Office and is common in most agreements made by the City. The dollar amount $49,000, equals 14 percent of the P.E. amount of $350,000.

SIGNATURE LINE: "Engr., Bureau of Traffic Engineering." The City's Traffic Bureau is working very closely on the project and we would like to have a place for them to acknowledge this agreement.

In the final typing of the agreement you may wish to include the Volume and Page of the OTC Minute Book if that information is available.

I believe these changes are minor and meet the spirit of the preliminary agreement as originally prepared by the State. If you have any questions or desire further clarification, please call.

We would like to file this agreement for City Council approval by the first week of November. If you could complete your reviews and return the agreements to us again by October 26, it would be appreciated.

Sincerely,

PETER D. TRYON
Union Avenue Project Manager
248-4528

PDT:jt

cc: John Lang
Ken Limbocker

9062

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-9809(1)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71443

TO:

Mr. H. S. Coulter
State Highway engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 30 77
REFER TO
FOR
Info | Inves | R/D | D/R | Sec | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-16-77	FAU 9809	Primary 1E

GENERAL LOCATION:

"Columbia Blvd.-Weidler Section (Portland)"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering including utility preparatory work.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $350,000
Federal funds $300,300
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-4-77, you are now authorized to proceed with all phases of preliminary engineering including utility preparatory work effective Sept. 16, 1977.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-16-77	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9062

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: N. E. Columbia Blvd.-N. E. Weidler (Union Avenue)

DATE: August 16, 1977

The state has reviewed your project and reached the following conclusions:

8/18/77

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Metro Engr.
Dist. 2b Engr.
Aeronautics Div.
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as prepared~~.

[ ] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTED
H.S.COULTER

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7707 2 810

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
AUG 22 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7707 2 810 Due Date: AUG 12 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

N.E. Columbia Blvd. - N.E. Weidler (Union Ave.) Multnomah Co.
There should be no adverse effect to archeological resources.

A preliminary historical survey will be required to identify any historically significant properties which may be impacted by the proposed project.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By Edward T. Long

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

Dept. of Environmental Quality
RECEIVED
JUL 19 1977

PNRS STATE REVIEW

Project #: 7707 2 810 Due Date: AUG 12 1977

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- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency DEQ By Anthony J George J

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
JUL 19 1977
SALEM

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

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- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC Aug 11 By John R Gratton

PNRS # 7707 2 810

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the City of Portland's comprehensive plan and efforts to update the plan (i.e. the City's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the statewide land use goals, particularly the relationship between Goals #12 (Transportation) #9 (Economy of the State and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

EH:cg
8/1/77

7062

SUGGESTED LETTER FOR GOVERNOR'S CONSIDERATION

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

August 5, 1977

The Honorable Brock Adams
Secretary of Transportation
U. S. Department of Transportation
400 - 7th Street, S.W.
Washington, D. C. 20590

Through: G. L. Green
Oregon Division Administrator
Federal Highway Administration

Dear Secretary Adams:

I request your approval to use Interstate transfer funds for four highway projects in the Portland area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these four projects are regional priorities and have been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process. Enclosed are copies of resolutions adopted by the Columbia Region Association of Governments covering these requests.

The funding will be matched as follows:

		Federal Funds	Matching Funds
Park Place-Clackamas Community College (Oregon City Bypass)	P.E.	$292,500	$ 48,500
Fariss Rd.-Powell Blvd. (221st-223rd Ave., Gresham)	P.E.	172,800	28,700
Columbia Blvd.-Weidler St. (Union Ave., Portland)	P.E.	300,300	49,700
I-205-Boring Road (Highway 212)	P.E.	119,200	19,800

I have directed the Oregon Department of Transportation to process this request with the Federal Highway Administration to obligate these funds.

Sincerely,

Governor

RWS:mn

Enclosures

cc Columbia Region Association of Governments

bc Robert A. Burco
Department of Transportation
(Ext. 6388)

F. B. Klaboe
H. S. Coulter
R. N. Bothman
D. H. Moehring
L. W. Rulien

CRAG RESOLUTION

BD 770410

FOR THE PURPOSE OF ESTABLISHING PRIORITIES FOR INTERSTATE TRANSFER FUNDS PROJECTS UNDER CATEGORY III OF THE BOARDS PROCESS.

WHEREAS, through BD 761104 and BD 761205, the Board of Directors established three categories of projects under the Interstate Withdrawal and Transfer Process; and

WHEREAS, Category I monies have been allocated as follows: A total of $152,750,000 including $26,875,000 for the Sunset Corridor Transitway; $69,875,000 for the Banfield Transitway; and $56,000,000 for the Oregon City Transitway; and

WHEREAS, Category II monies through BD 761104 have been allocated as follows: A total of $16,004,600 including; $301,000 for the Burnside Bridge; $4,300,000 for S. E. Portland to the eastern boundary of I-205; $395,600 for S. E. 72nd Avenue; and $11,008,000 for Powell Blvd; and

WHEREAS, Cateogry III monies through BD 761205, BD 770202 and BD 770203 have been allocated as follows: #1. Columbia Blvd. at $522,138; #2.72nd/217 Interchange at $1,473,180; and #3. Broadway Bridge Resurfacing at $86,000; leaving an estimated balance of $32,250,000 to allocate under Category III; now therefore be it

RESOLVED, the Board of Directors establishes additional Category III project priorities and respective federal monies for each as follows:

Oregon City Bypass - $8,259,000

Conditions: Project should be designed so as to discourage development at intersections. Clackamas County should provide assurances to the CRAG Board that development on land adjacent to and south of highway will be controlled to insure highway will no be overloaded.

221st-223rd Avenue Gresham - $2,150,000

Conditions: In designing project, futher analysis of the need for four lanes should be conducted. Project should be designed to serve proposed terminus of Gresham Transit Corridor. An attempt to secure as much donated right-of-way as possible should be made.

Union Avenue, Portland - $3,870,000

Condition: Alternatives to replacing the railroad bridge at the northern end of project should be considered.

Highway 212 - Preliminary Engineering - $120,000

and be it futher

RESOLVED, the Board of Directors hereby finds: the projects are in accordance with the region's continuing, cooperative comprehensive planning process; are incorporated in the Transportation Improvement Plan and Annual Element; and hereby are given affirmative A-95 approval; and be it further

RESOLVED, the Board of Directors directs and authorizes the Executive Director to forward project applications to the Governor through his department of Transportation for his consideration and submission to USDOT and to take other action as necessary to carry out the purposes of this resolution.

ADOPTED By the Board of Directors this 28th day of April, 1977.

BY _____
Larry Rice, Executive Director

9062

August 4, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Multnomah and Clackamas Counties

Attached is support data for the following projects:

Item No.	Project No.	Section
71112	IX-78(1)	Park Place-Clackamas Community College
71444	IX-9867(1)	Fariss Rd.-Powell Blvd. (Gresham)
[redacted]		
71111	IX-74(2)	I-205 Int.-Boring Rd.

We request the following:

1. Financing for the preceding projects utilizing Interstate Substitution General Fund. Approval of this request will involve an estimated total cost and allotment of federal funds on each project as follows:

Project No.	Total Estimated Cost	Federal Funds
IX-78(1)	$ 341,000	$292,500
IX-9867(1)	201,500	172,800
IX-9809(1)	350,000	300,300
IX-74(2)	139,000	119,200
	$1,031,500	$804,800

2. Authorization to proceed with all phases of preliminary engineering, including utility preparatory work, necessary to obtain an approved Final EIS for the following projects:

Project No.	Total Estimated Cost	Federal Funds
IX-78(1)	$290,000	$248,800
IX-9867(1)	168,500	144,500
IX-74(2)	119,000	102,100

3. Authorization on Project IX-9809(1) to proceed with all phases of preliminary engineering, including utility preparatory work, necessary to obtain an approved Final Negative Declaration at an estimated total cost of $280,000 with obligation of $240,200 in federal funds.

Those requests are based on the previously forwarded CRAG Resolution BD 770410 dated April 28, 1977 and Governor Straub's letter dated August 5, 1977 to Mr. Brock Adams, Secretary of Transportation.

One copy each of the State Clearinghouse A-95 review letter of approval for each project, unless exempt, will be forwarded under separate action.

JLG:bz
Enclosures

cc: R. Bothum
E. L. Hardt
Gary Zehner

(#2) 9062

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 8, 1977

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Assoc. of Governments
527 S.W. Hall St.
Portland, OR 97201

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: N.E. Columbia Blvd.-N.E. Weidler (Union Ave.)
Highway: Pacific East, OR 99E
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 12, 1977.

BLG:ljt

Attachment

NOTED
H.S. COULTER

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
E. L. Hardt, Reg. 1
J. D. McClure, Dist. 2B
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUL 13 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

Page One

For Internal Use Only | (1-8) PNRS #

02 (12) APPLICANT: Dept. of Transportation | (45) (46) DIVISION: Highway | (79)

03 (12) APPLICANT ADDRESS STREET: DOT Building | (45) (46) CITY: Salem | (60) (76) ZIP: 97310 | (80)

04 (12) CONTACT PERSON: D. H. Moehring | (45) (46) AREA CODE: 503 | (48) (49) PHONE: 378 | (55) (56) EXTENSION: 6563 | (59)

01 (12) PROJECT TITLE: N.E. Columbia Blvd.-N.E. Weidler (Union Ave.) | (71)

11 (12) PROJECT LOCATION—CITY: Pacific East, OR 99E, Portland | PROJECT LOCATION—COUNTY: Multnomah | PROJECT LOCATION SEC: -- T: 1N R: 1E | (79)

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) | (71)

06 (12) The Union Avenue project is a major transportation reconstruction project | (71)

07 (12) to improve traffic circulation and to encourage economic development. | (71)

08 (12) | (71)

09 (12) (See attached sheets) | (71)

10 (12) | (71)

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	(12) (A) Grant [19]	(20) (B) Other [27]	(28) (C) State [35]	(36) (D) Local [43]	(44) (E) FUNDS [51]	(52) (F) FUNDS [60]
	3,870,000	--	--	630,000	--	4,500,000

13 (12) TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] (46) TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79] | [71]

14 (12) FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 (12) FEDERAL AGENCY NAME: U.S. Dept. of Transportation [45] (46) FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
XX 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPLT GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
XX 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes: XX 29 No: ☐ 30 Date: July 8, 1977	Yes: XX 31 No: ☐ 32	Yes: XX 33 No: ☐ 34	Yes: XX 35 No: ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: (41) MONTH: Aug. (42) (43) DAY: 12 (44) (45) YEAR: 1977 (46)

ADDITIONAL INFORMATION–ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Const.

V. Has funding agency been notified? No ☐ Yes ☒ Date: July 8, 1977

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%___ $___	%___ $___	%___ $___
Second Year	%___ $___	%___ $___	%___ $___
Third Year	%___ $___	%___ $___	%___ $___

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ___

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a category 3 project of major-non significant environmental impact under the Oregon Action Plan.

9062 6-21-77

have the first three miles from Mill City to the edge of Gates for a bikeway and are deferring their request for the upper part. She mentioned the students bike from Mill City to the high school and to a swimming pool. The bikeway is needed for the community and it would link the two towns. She said it is the landowners above Gates that are mostly against the path.

In response to Commissioner Walsh's inquiry as to whom had stopped the young people from working on the trail, Mr. Talbot replied that it was the State that had stopped the work due to the controversy.

Mr. Klaboe suggested that the Commission defer action so that they could research the proposal as presented by Mrs. Staender.

Lawrence N. Brown, attorney from Salem, said that he is opposed to the bikepath and presented copies of letters stating his views. He mentioned that every property owner that he knows between Mill City and Gates, as well as those above Gates, are opposed to the path. He referred to his letter of May 4, 1977, to Henry Rancourt, Chairman of the Oregon Recreation Trails Advisory Council, setting forth his objection as to why he felt this path was not in the public interest for safety. (Copies of letters on file in the Commission's files, Salem.)

Glenda Roten said that she was against the path and that her husband, who attended the hearing, indicated that half of the people that spoke at the hearing did not live in the area. Mrs. Roten mentioned that she circulated petitions and collected 120 signatures and estimated over 95% were against the proposal.

Russell Pengelli, member of the Oregon Trails Council from Burns, commented that the only reason for the development of trails was for people. He said the pros and cons at the hearing were about 50-50 from the audience.

Carmen Barnhardt stated that she has lived in Niagara for 49 years and the reason for living there was for the peace and quiet. She pointed out that the highway is in front of her home and in between is the railroad grade and they do not want to be inconvenienced and invaded with a bikepath.

After considerable discussion, the Commission delayed action on this matter until an investigation can be made.

✓ Attention was given to proceed with [illegible] on the following three Federal Aid Primary projects funded with [illegible] transfer funds:

	Section	Highway	Federal Funds	Local Match
026-1905	[illegible]	Pacific East	$300,300	$49,700
103-1964	Park Place-Clack. Com. College	Cascade	292,500	48,500
103-1963	I-205 - Boring Road	Clackamas	119,200	19,800

Mr. Klaboe mentioned that these projects were prioritized by CRAG, concurred in by the Governor and approved by the Secretary of Transportation. The local match will be provided by the City of Portland on the first project; State bond funds and the City of Oregon City on the second project; and Clackamas County on the third. The Commission approved the projects as recommended by Mr. Klaboe.

The Commission considered a request from the City of Salem to consent to the annexation of the right-of-way acquired for the I-305 Freeway in Sections 1, 2, 11 and 12 in Range 3 West, Township 7 South; Section 36 in Range 3 West, Township 6 South; and Section 31 in Range 2 West, Township 6 South, W.M., Marion County. The proposal has been investigated and no enclave will be formed by this annexation. Following his favorable recommendation, the Commission approved the annexation and authorized the Location Engineer to complete the agreement on their behalf.

Mr. Coulter introduced Mr. Russell Hutchins, Regional Engineer for the American Institute of Steel Construction. Mr. Hutchins presented to the Commission a prize bridge award for 1976 for the design of the John Day River (Clarno) Bridge on the Shaniko-Fossil Highway in Wheeler and Wasco Counties. Mr. Hutchins said the bridge is an example of the excellent design to meet all the physical, esthetic and environmental requirements. Mr. Hutchins also presented awards to Hensel Phelps Construction Company, the general contractor, and to Fought and Company, the steel fabricator and erector.

Consideration was given to a resolution establishing Interstate 80 North as a Blue Star Memorial Highway. Mr. Coulter said I-5, 99E and 99W were previously designated as Blue Star Highways. The highways designated as such memorializes the services of the personnel who served in the armed forces of the United States in World War II. The Commission adopted "Commemorative Resolution No. 4c", which resolution is on file in the Commission's files, Salem.

The Commission considered the appointment of former Senator Norm Howard of Portland to the Parks and Recreation Advisory Committee replacing P. M. Stephenson. Mr. Talbot said that Mr. Stephenson indicated that he did not wish to be reappointed. Upon his recommendation, the Commission appointed Mr. Howard to a 1-year term beginning August 23, 1977. (See page 2005 for reappointments.)

Mr. Talbot stated that the Governor's Office was recently advised by the Economic Development Administration of the availability of grant monies intended as economic stimulus to be selectively applied on the basis of a State priority system. He said it was

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

MAJOR NONSIG

IX-9809 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 27, 1977

Section Broadway/Weidler - Columbia Blvd. Unit (if appl) N/A

County Multnomah City City of Portland

Highway Pacific East Highway (Union Ave.) State Hwy. No. 99E

Termini: M.P.(if appl) Length 3.35 Miles 17,700 feet

Region Portland Metropolitan Construction Estimate $4,500.00 Program Amount

B. Purpose of Project:

The purpose is to improve the capacity and safety of Union Avenue to better serve in its function as a major traffic transit arterial, and to improve the corridor appearance and desireability for use of Union Avenue as a major business district. Traffic improvements will be designed to reduce congestion, increase traffic flow, and limit through traffic in adjacent neighborhoods. Transit improvements will be designed to provide more convenient waiting areas, better service, and to reduce reliance on the auto. Public safety will be improved by better street lighting and pedestrian crossings. Improved traffic and transit access, street lighting, and landscaping will make (cont. pg. 1a)

C. Origin & History of Project:

Union Avenue is the major arterial in NE Portland. It now carries over 20,000 vehicles per day without major improvements since 1930. The Avenue contains intersections with some of the highest accident rates in the City, and there are no provisions for controlled left turns along its entire length. Much of the property in the area has been neglected and numerous vacant lots and boarded buildings line the Avenue. Need for the Union Avenue Project has been recognized by the neighborhoods and City for some time. In 1971, the Model Cities Traffic Circulation Plan pointed out on Union Avenue that improvements are needed to accomodate present and future traffic. The Union Avenue (cont. pg. 1a)

D. General Description of Project:

The Union Avenue Project is a major transportation reconstruction project to improve traffic circulation and to encourage economic development. The Project will provide improvements for increase traffic capacity and safety, more convenient transit services, better local neighborhood access and movement, improvement of the general street environment, and encouragement for business development. Design considerations which have been established by neighborhood and Planning Commission approvals (cont. pg 1a)

Alignment: New Existing Combined X

Typical Section: Existing: No. Lanes 4 ; Med. NO ; Shldrs. NO ; Parking 2 8' lanes

Proposed: No. Lanes 4 ; Med. YES ; Shldrs. NO ; Parking NO

Traffic: Existing Facility: Existing ADT 20,500 ; Projected ADT 26,000 ; Yr. 1990

Existing Level of Service "D" HRB Special Report #87

Proposed Facility: Projected ADT 26,000 ; Yr. 1990

Projected Level of Service "C"

B. Purpose of Project: (cont.)

Union Avenue a more attractive location for business development.

C. Origin & History of Project: (cont.)

Redevelopment Plan, begun in 1973, specifically addressed the needs of the Union Avenue Corridor and recommended Land Use and Transportation alternatives which were adopted by the neighborhood organizations and the City Planning Commission in 1975. The City Council reviewed the transportation recommendations of the Union Avenue Redevelopment Plan in 1975, and in 1976 submitted a request to CRAG for funding to assist in improvements.

The Union Avenue Project is now considered a necessary major transportation improvement and is included in the City's Capital Improvements Program (CIP) and Arterial Streets Policy and in the CRAG 1990 Interim Transportation Plan. This project is the highest priority for the Union Avenue Corridor because of its impact on the entire Avenue, and the incentive it will create for other projects.

Appendix D is a brief chronology; Major Actions and Decisions on Union Avenue Project Street Improvement: 1971-1977.

D. General Description of Project: (cont.)

utilize the existing ROW with only limited acquisitions, and consist of 4 moving lanes, a center median with left-turn lanes, traffic signals with left-turn phases, on-street parking removal, transit improvements for bus pull-outs and shelters, improved pedestrian crossings, underground utilities, street lighting, landscaping, street furniture, and possible reconstruction of existing railroad overpass. The Project will also consider straightening the "S-curve" connecting Grand and Union at Hancock.

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1/4 (estimated)
Yes, No

Acres 2± ; Type of Relocation Req. Severe encroachment or displacement of some businesses and residents ; No. 10 (estimated)

Materials Source, Borrow, Waste Disposal Requirements, if any:

Horizontal and vertical alignments will generally follow the existing ROW. Cuts, fills, borrows, and spoil should be negligible. Exact requirements, if necessary, to be determined. Waste disposal will be carried out in accordance with existing guidelines and regulations.

Type of Structure(s):

Possible reconstruction of existing railroad overcrossing. Improvements may include widening, new surface, center median, lighting.
Bus shelters at possible 14 new bus pull-outs, shelters may be standard Tri-Met shelter or larger equivalent.
Exact improvements to be deterined by detailed design and considerations.

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:
Highest Priority Transportation Project for NE Portland as adopted by:
Neighborhood Organizations - 1975 City Planning Commission - 1975
Citizen's Planning Board - - 1975 City Council - - - - - - - - 1976
Recommended for improvement, CRAG Transportation Improvement Program adopted in 1975.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):
(1) No Build
(2) Other alternatives if recommended by the CAC and TAC.
Note: The Union Avenue Redevelopment Plan presented 4 major transportation alternatives to the neighborhood residents, businesses, and groups in 1974. These alternatives were given wide publicity and thorough examination by the professional staffs and the neighborhoods over a two year period. The final recommendation was Transportation Alternative 3A which was adopted by neighborhoods and City in 1975. Alternative 3A is the proposal recommended here and described in Part I, Section D.

Other Descriptive Information or Comments:
The City is currently preparing to provide for left-turns on Union Avenue at Lombard, Dekum, Portland Boulevard, Killingsworth, and Alberta. Improvements will include removal of on-street parking near the intersections, restrip ing lanes to provide left-turn lane, and installation of left-turn signals. These signals are expected to discourage traffic from detouring through residential neighborhoods to circumvent No-Left-Turn restrictions. The left-turn improvements are being reviewed by DEQ to determine if an Indirect Source Permit will be required. If not, work will be completed this summer.
(Attach project sketch map.)

See Appendicies: A, B, C.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The Project is on an ancient alluvial fan created by the Willamette and Columbia Rivers. The area is gently rolling terraces with the high point at the cross-street Alberta and sloping downward to each end. The topography has been continually modified by man to permit further urban development. The soil is generally stable and creates no building hazards.

There are no significant water features, natural or man-made, within the Project area. The Willamette River is over one-half mile southwest from the Project; the Columbia Slough is one-third mile north and the Columbia River is one and one-half miles north. Surface water south of Alberta Street flows to the Willamette River; north of Alberta it flows to the Columbian Slough and River.

The area is urbanized with most of the ground covered by asphalt, concrete, and buildings. Along the Avenue an occasional vacant lot supports tough grasses, bushes, and scattered trees. The adjacent residential areas provide a softer environment and contain common residential planting. Besides domesticated home animals, the area contains common urban-acclimated small rodents, birds, etc.

2. Cultural:

NE Portland is one of the older developed areas in the region and was well established before the turn-of-the century. Union Avenue was a major improved street by the early 1900's and the existing ROW was acquired and improved before 1930. Over 9% of the City's population lives within 3/4 miles of NE Union Avenue. This population includes a large majority of the City's black residents and the average family income is below the City's average. Union Avenue is currently in mixed land-use of predominately commercial, and light manufacturing with some residential. The adjacent areas are primarily residential with some small commercial centers at intersections.

Much of the property in the area has been neglected and numerous vacant lots and boarded buildings line Union Avenue. Approximately 285 business locations, 16% of the area's total, currently are vacant, and this situation has been common for some years. Union Avenue is the visual focus of the area, for both residents and those traveling through. The Avenue's blighted conditions and continued deterioration have an economically and psychologically depressing effect on the area and its people.

The Union Avenue Corridor is generally in conformance with the DEQ Ambient Air Standards based on analysis in the Fremont Bridge Study - Technical Appendix, 11-76. For noise levels, Union Avenue is on the border line based on the FHWA Design Noise Level/Land Use Relationships Table, 2-73, and the Fremont Bridge Study.

Full public and private services are already in place: water - City; sewer - City; gas - Northwest Natural Gas; electricity - Pacific Power and Light; telephone - Pacific Northwest Bell.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

The number and effects on residents and businesses displaced by this Project cannot be assessed until the locations of ROW purchase for bus pull-outs and widening is determined. Efforts will be made to avoid removal of structures whenever possible. This Project is part of a larger redevelopment program for the area and new housing may be available for those families being displaced, lessening the impact of the Project on the (cont. pg. 4a)

2. Estimated Impact on Traffic Patterns:

Traffic improvements on Union Avenue will draw vehicles off parallel local-streets. Providing left-turns at major intersections will reduce traffic in the adjacent residential neighborhoods.

Transit improvements on Union Avenue of more convenient waiting areas, reduced headways, and better connections will encourage use of transit, less (cont. pg. 4a)

Consequences--Air Quality, Noise, Safety, etc.:

The traffic and transit improvements on Union Avenue is expected to reduce the air and noise pollution, and vehicle congestion in the adjacent neighborhoods. Air pollution emmissions from greater vehicle traffic on Union Avenue may be more than off-set by reductions due to improved traffic flow during peak hours. Increased traffic on Union Avenue will not create a significant increase in noise levels as it is (cont. pg. 4a)

3. Estimated Impact on Land Use:

Initial impact will be acquisition of some land and change of land use to highway ROW and traffic-transit related uses.

Provide better access and transportation services to adjacent land.

Support Land Use "Alternative D" as adopted in the Union Avenue Redevelopment Plan.

Consequences:

ROW acquisition will create displacement of some families and businesses.

The acquisition will be limited in scope and location and its impact on overall Land uses and the community will be minor.

Land uses will generally stabilize and property owners will be able to intelligently plan for the future use of land. (cont. pg. 4a)

4. Expected Impact on Natural Ecological Resources:

The expected impact on natural ecological resources will be negligible due to the long established urban character of the area. Union Avenue area has been a major improved street since the early 1900's. Nearly the entire area has been developed.

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:

Initial impact will be the possible acquisition of some homes and businesses serving the area.

During construction there will be inconveniences such as increased noise and air pollution levels, and reduced access to homes and businesses.

Following construction, there will be increase access to and desireability (cont. pg. 4a)

Consequences:

The short-term consequences of removing some buildings and businesses by ROW acquisition will be some losses in tax revenues, jobs, and private capital investment. During the construction phases, additional revenue losses will result from decreased patronage due (cont. pg. 4a)

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

Removal of on street parking and its impact on customer access to businesses.
Construction of barrier median and its impact on customer access to businesses.
Maintenance of traffic flow during reconstruction.
Timing and phasing of acquisition and construction along the Avenue.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
The traffic and transit improvements on Union Avenue are expected to reduce the vehicle congestion and air pollution levels in the adjacent neighborhoods. Improved traffic flow on Union Avenue during peak and off-peak times may more than (cont. pg 5a)

b. Noise Standards
The traffic improvements should help reduce through traffic in the neighborhoods and thereby reduce traffic related noise levels. Increased traffic on Union Avenue is not expected to create a significant increase in noise levels as it is (cont. pg. 5a)

c. Water Quality Standards
The Project will not create any additional areas of storm water run-off. A combination relief sewer system is being designed for the NE area including Union Avenue from Alberta to Columbia Boulevard. This system will be able to handle any (cont. pg. 5a)

d. Area Land Use and Transportation Plans, and Zoning
The Project is in compliance with existing zoning and will encourage permitted development. This Project is the primary transportation element in the adopted Transportation Plans for the Union Avenue Corridor. The Project is designated for improvement in the adopted City Capital Improvements Program (CIP) and Arterial Streets Policy (cont. pg. 5a)

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	_X_ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The anticipated impacts of this proposal are not expected to be sufficiently significant or controversial to warrant a draft and final E.I.S.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

B8a. Clean Air Implementation Plans

off-set the possible increases from greater vehicle volumes. An Indirect Source Permit will be required.

B8b. Noise Standards

already a high volume arterial. Traffic flow controls should control speeds and minimize acceleration noises. A Noise Study Report will be prepared.

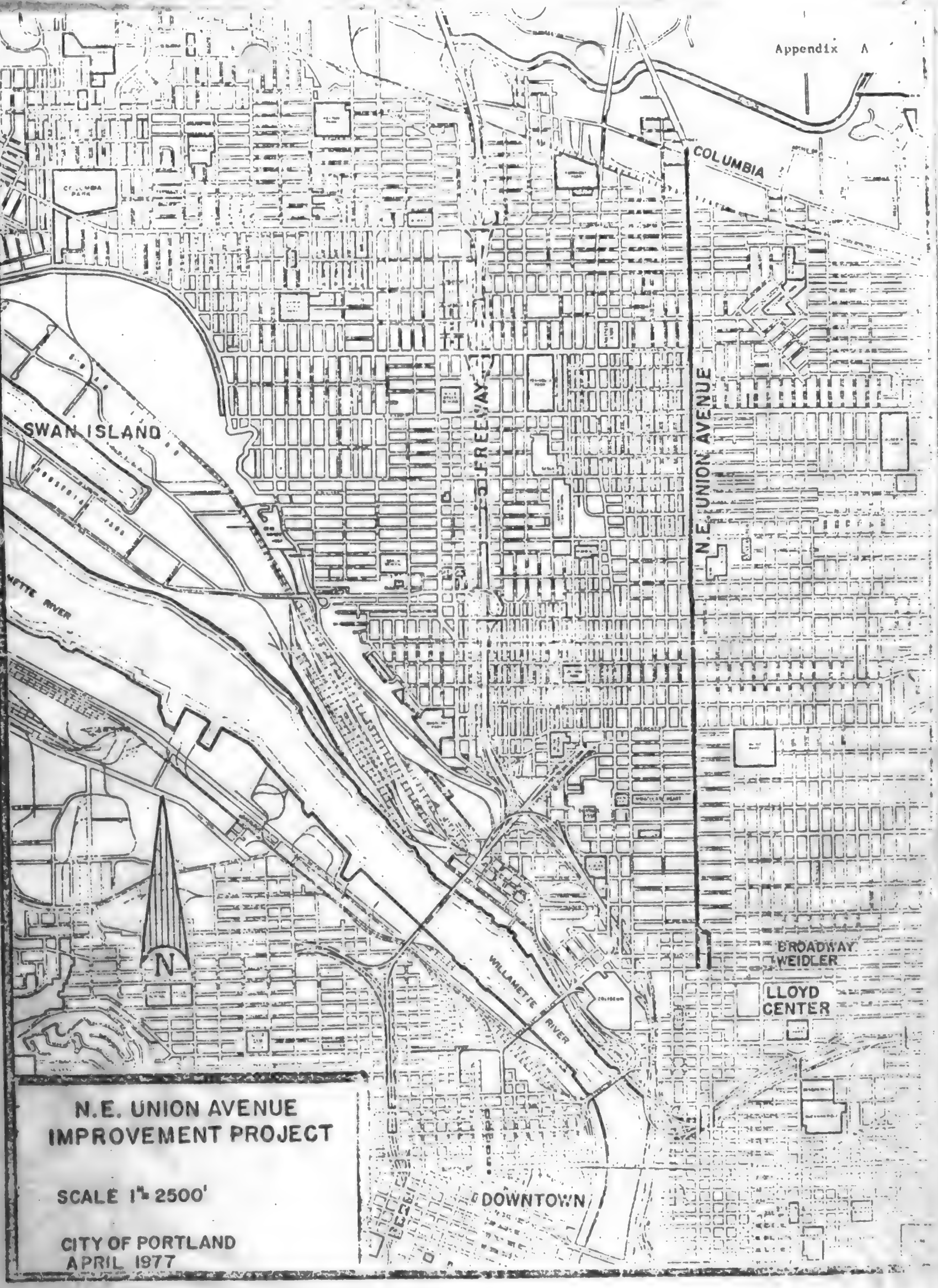
B8c. Water Quality Standards

additional load created indirectly by new development.

B8d. Area Land Use and Transportation Plans, and Zoning

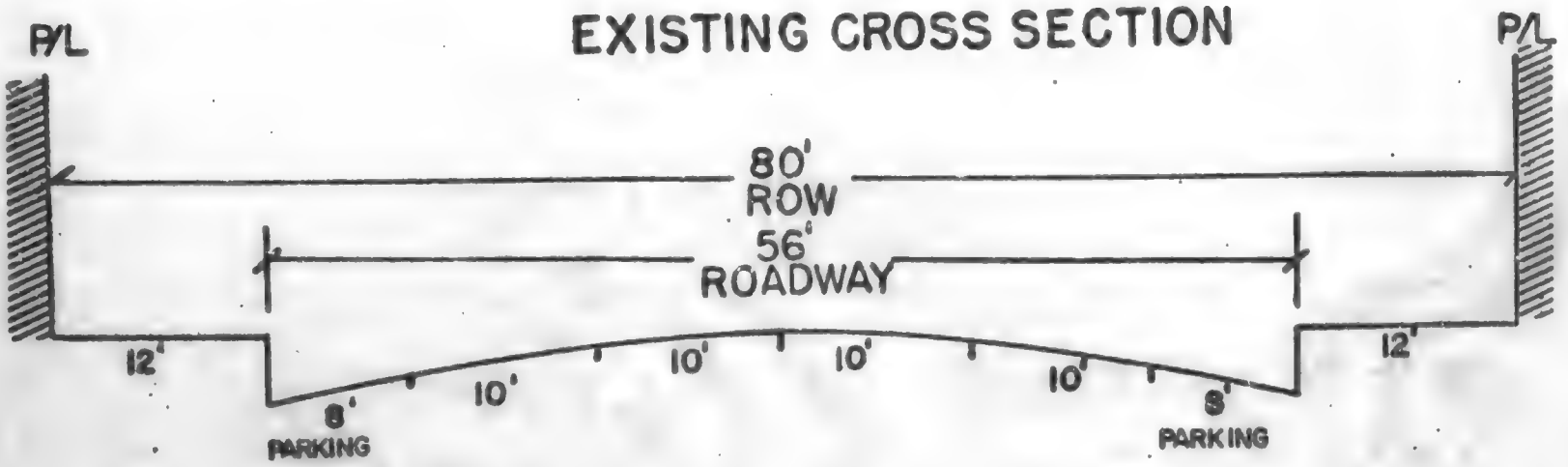
and adopted CRAG Transportation Improvement Program. This Project was developed in conjunction with, and supports, the adopted Land Use Plan for Union Avenue Corridor.

Appendix A

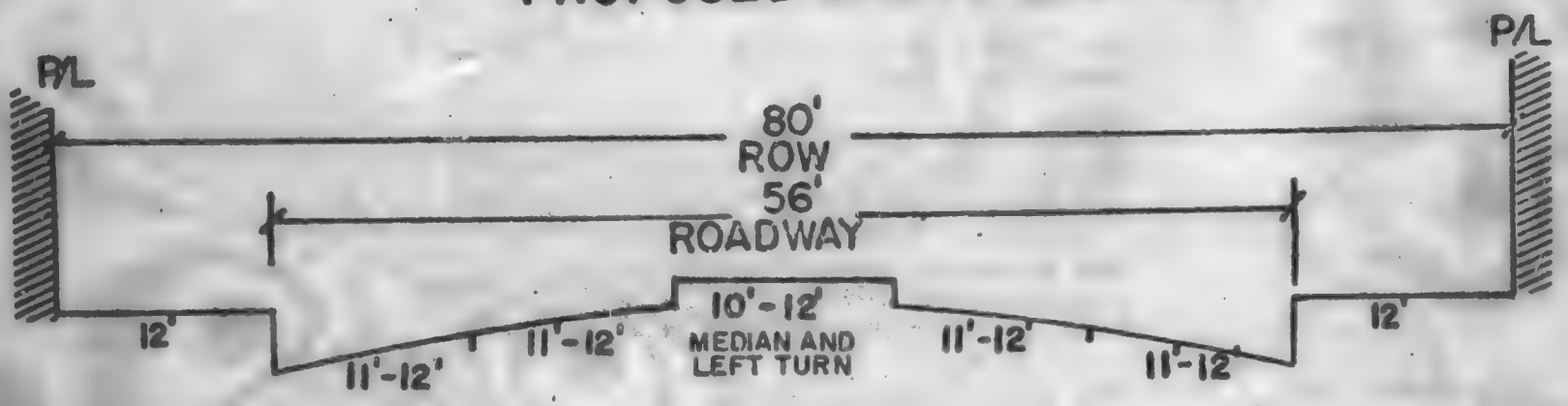

COLUMBIA
SWAN ISLAND
FREEWAY
N.E. UNION AVENUE
WILLAMETTE RIVER
BROADWAY
WEIDLER
LLOYD CENTER
DOWNTOWN
N
N.E. UNION AVENUE
IMPROVEMENT PROJECT
SCALE 1" = 2500'
CITY OF PORTLAND
APRIL 1977

N.E. UNION AVENUE

EXISTING CROSS SECTION



PROPOSED CROSS SECTION



MARCH 31, 1977

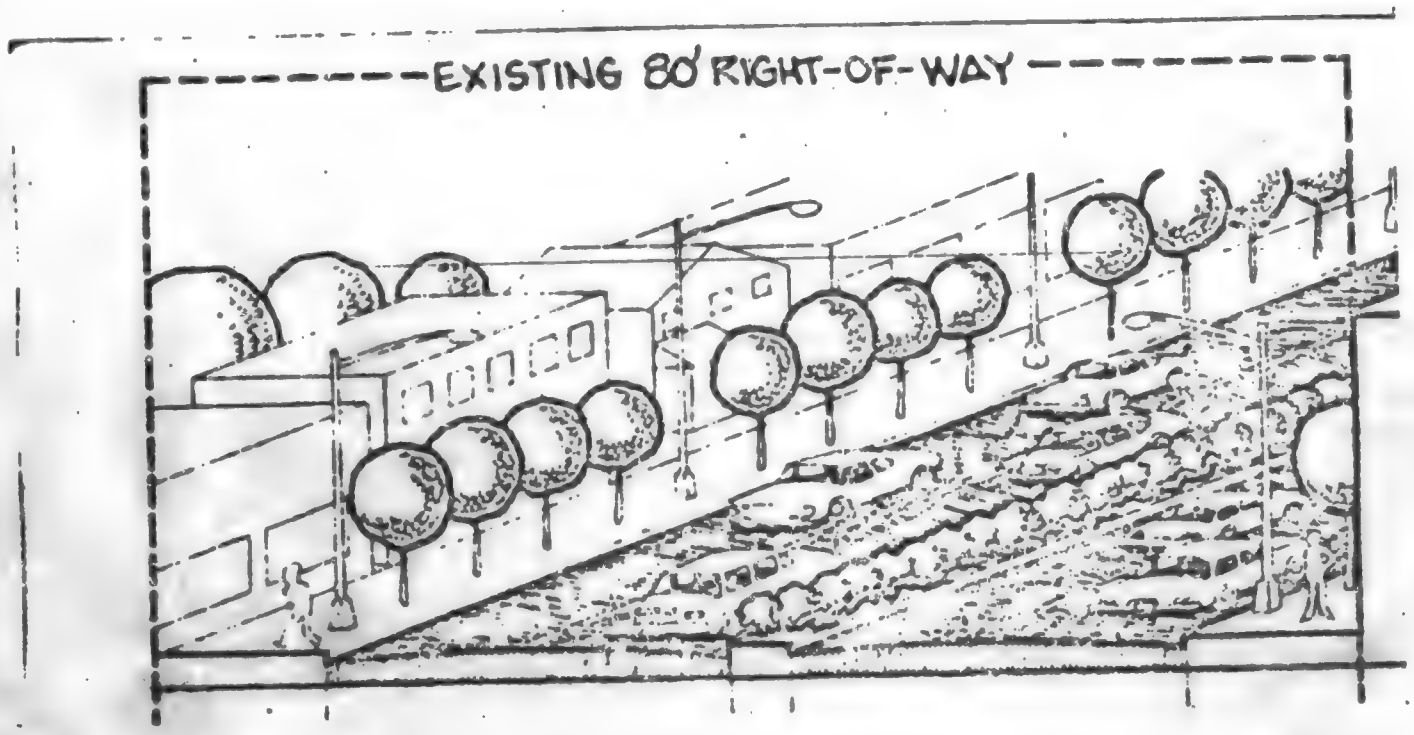
UNION AVENUE PROJECT

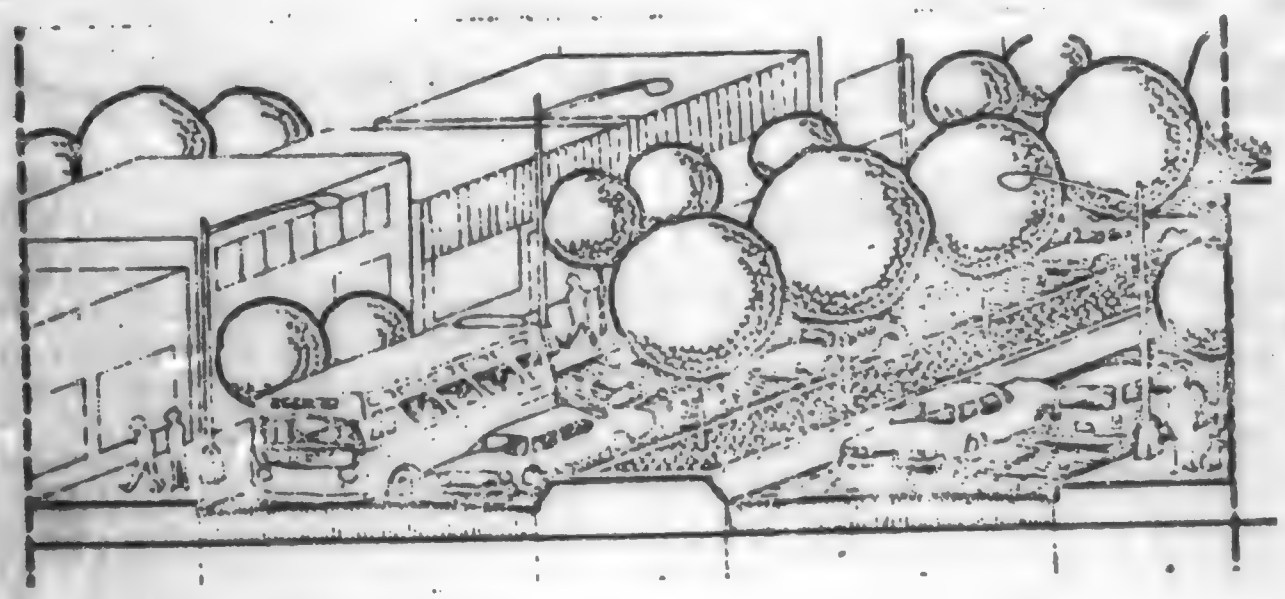
Major Actions and Decisions on Street Improvement 1971-1977

December 1971	Model Cities Traffic Circulation Plan recommended improvements to Union Avenue to accomodate present and future traffic needs.
August 1972	NE Neighborhood Associations adopted transportation policies which placed Union Avenue as the highest priority transportation project.
June 1973	Model Cities Comprehensive Plan indicated a specific program should be developed for Union Avenue.
December 1973	City and Model Cities began Union Avenue Redevelopment Program. Contract No. 13984 December 11, 1973
March 1974	City Council authorized application to State requesting Federal Highway Funds (FAU) for preliminary engineering and environmental studies for Union Avenue. Ordinance No. 137923 March 13, 1974.
August 1974	City Council designated Union Avenue as the top priority highway improvement project in the City and authorized application to the State requesting State Bond Funds for street improvements. Res. No. 31451 August 1, 1974
December 1974	Neighborhood Organizations made specific recommendations on Union Avenue Land Use and Transportation Alternatives based on the draft Union Avenue Redevelopment Plan.
June 1975	CRAG adopted the 1990 Interim Transportation Plan with emphasis on developing a coordinated automobile/transit system along existing transportation corridors. Union Avenue was designated for major transportation improvements.
December 1975	City Planning Commission adopted the Union Avenue Redevelopment Plan
May 1976	State received approval from FHWA for withdrawal of Mt. Hood Freeway funds from interstate system and CRAG allocation of funds for alternative reginal transportation projects.
July 1976	CRAG adopted Transportation Improvement Plan which recommends Union Avenue be considered for State Bond Funds. CRAG Res. No. 760703 July 22, 1976
September 1976	City Council requested CRAG to approve use of Mt. Hood Freeway funds for Union Avenue. Res. No. 31753 September 15, 1976
February 1977	City Council authorized transfer of HCD funds to Bureau of Street & Structural Engineering to provide preliminary work prior to Union Avenue Project approval. Ordinance No. 143166 February 9, 1977
March 1977	Planning Commission adopted the City Arterial Streets Policy. March 9, 1977 City Arterial Streets Policy designated Union Avenue as "Major City Traffic Street" and "Major City Transit Street."
April 1977	City Council approved Project budget for preliminary engineering through design approval; 14% local match from City HCD funds.
April 1977	CRAG approved Mt. Hood Freeway Interstate Transfer Funds for NE Union Avenue Project. CRAG Res No. BD770410 April 28, 1977

TRANSPORTATION DESIGN ALTERNATIVES

from the
Union Avenue Redevelopment Plan, March 1976





B1. Consequences and Significance of Right-of-Way Acquisition:

neighborhoods directly involved. The community, as a whole, will receive only minor effects from the displacement as this is not a major widening project.

B2. Estimated Impact on Traffic Patterns:

reliance on the automobile and less congestion.

B2. Consequences--Air Quality, Noise, Safety, etc.:

already a high-volume arterial. Improved traffic controls, pedestrian crossings, transit waiting areas, and street lighting will augument public safety.

B3. Consequences:

Redevelopment of the area will proceed and more intensive commercial land use will occur.

B5. Expected Impact on Cultural and Scenic Resources:

of homes and businesses, general enhancement of the area, and encouragement to create new investment in the area.

B. to reduced access and inconveniences caused by construction.

Federally financed projects encourage hiring of minorities under on-the-job training programs, providing jobs for the local residents during construction. With completion of an improved Union Avenue, commercial prospects will be greatly enhanced in the area. Combined with the City's commitment to concurrent redevelopment of the area, opportunities for capital investments, jobs, and tax revenues will surpass those in existence.

9062

1

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: June 21, 1977

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
N.E. Columbia Blvd.-N.E. Weidler 74 Bond
Broadway/Weidler-Columbia Blvd.
Pacific East Highway (Union Ave.)
Multnomah County

NOTED
E. S. HUNTER

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of MAJOR NON-SIGNIFICANT action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region Metro R. N. Bothman
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 22 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

6-22-77 Original returned w/file to Wimer

Approved 6/22/77
Asst. State Hwy. Engr.

01-125-1307

9067

1

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 15, 1977

In reply refer to: HA.6-OR

SUBJECT: Oregon Project IX-9809(-)
Columbia Blvd.-Weidler Sec.
Pacific East Hwy. (Union Ave.)
Multnomah County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The project assessment for this section of Union Ave., as submitted by Mr. Hopkins on May 31, 1977, has been reviewed. I concur in your proposed "Major Non-Significant" classification and in the type of environmental document proposed. I expect this Negative Declaration to cover corridor impacts beyond the immediate street environment.

William A. Fagan
for G. L. Green

cc:
OSHD (Potter)
" (Reg. 3, Engiemann)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
JUN 20 '77
REFER TO
FOR
Info. | Invest. | R/D | D/R | Sign | Act | File

orig. to

-7062

DATE: June 9, 1977

TO: Oregon Transportation Commission

FROM: F. B. Klaboe
Chief of Operations

SUBJECT: Finance Approval
Federal Aid Primary Projects

On the Consent Calender for the June 21 meeting will be requests to proceed with preliminary engineering on three projects funded with Mt. Hood transfer funds.

The projects and their costs are:

Section	Highway	Federal Funds	Local Match
Columbia Blvd.-Heidler St.	Pacific East	$300,300	$49,700
Park Place-Clackamas Community College	Cascade	292,500	48,500
I-205 - Boring Road	Clackamas	119,200	19,800

These projects were prioritized by CRAG, concurred in by the Governor and approved by the Secretary of Transportation. The local match will be provided by the City of Portland on the first project; State bond funds and the City of Oregon City on the second project; and Clackamas County on the third.

Your approval is recommended.

bc: C. W. Head
E. S. Hunter
L. W. Rulien
V. E. Skoog
D. N. Harwell
Robert A. Burco
R. L. Schroeder
L. E. George
E. L. Hardt
D. E. Swan
H. S. Coulter
R. N. Bothman
F. E. Tarpin
Max Klotz

DES:ljt srb

9062

STATE OF OREGON

INTEROFFICE MEMO

PROJECT MANAGEMENT
MAY 24 '77
REFER TO
FOR
Late | Investigate | R/D | Action | File | Later | See me

DATE: May 20, 1977

TO: L. W. RULIEN
Program Management Engineer

FROM: ROBERT N. BOTHMAN
Asst. State Highway Engineer

SUBJECT: Project Requests for Programming:
Oregon City Bypass
221st/223rd Avenues, Gresham – URBAN SYSTEM
Union Avenue, Portland
Highway 212 – NE COLUMBIA BLVD – NE WEIDLER (PORTLAND SECTION)

The CRAG Board of Directors approved the subject projects for 103(e)(4) funding on April 28, 1977. The conditions placed on the projects by CRAG will be addressed in the project development process. Funding authorized in resolutions indicates federal participation.

Attached is a draft letter to Governor Straub requesting his concurrence on the subject projects and their transmittal to the Secretary of Transportation through ODOT and the Oregon division of FHWA for programming. A draft letter for the Governor's transmittal of the project requests is also attached.

The CRAG Board resolution authorizes preliminary engineering, right-of-way, and construction for the Oregon City Bypass, 221st/223rd Avenues, and Union Avenue projects. The Board resolution authorizes preliminary engineering only for the Highway 212 project. Programming for all four of these projects should be for preliminary engineering only, with programming for right-of-way and construction to follow pending completion of preliminary engineering.

A project request packet is attached for each of the projects, which includes:

1. The Federal Aid project request
2. The environmental assessment
3. The Authority for Survey — TO TERPIN 6-5-77
4. The project agreement checklist (to initiate the local jurisdiction agreement) — TO [illegible] 6-5-77
5. The CRAG Board resolution
6. The local jurisdictions' resolution(s)
7. Additional, supporting documentation

The project assessment attached for the Highway 212 project has been previously approved. In addition, this project has previously been circulated and received A-95 approval.

The project assessments have been submitted to Gary Potter for the Oregon City Bypass, 221st/223rd Avenues, and Union Avenue projects.

1-128-1307

These data and steps should complete the effort by the Metro section and provide the necessary input to result in an authority to proceed with the subject projects.

mb
attachments
cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
G. A. Potter
J. B. Boyd

Project N.E. Weidler to Columbia Boulevard (Union Avenue)

Agency City of Portland Date May 6, 1977

Type of Project E-(4) Transfer Funds

The agreement on this project should provide for the following responsibilities where applicable:

	State	Applicant	Consultant
Field Survey	(xx)	( )	( )
Soils Investigation	(xx)	( )	( )
Base Design	(xx)	( )	( )
Bridge Design	(xx)	( )	( )
Signal Design	(xx)	( )	( )
Final Design and Specs	(xx)	( )	( )
Acquire R/W	(xx)	( )	( )
Relocate Utilities	(xx)	( )	( )
Construction Engineering	(xx)	( )	( )
Environmental Statements (Draft)	( )	(xx)	( )

	State	Applicant	Contractor
Maintenance During Construction	(xx)	( )	(xx)
Maintenance After Completion - Roadway	( )	(xx)	
Maintenance After Completion - Signals	( )	(xx)	
Power Consumption - Signals	( )	(xx)	
Power Consumption - Lighting	( )	(xx)	
Pay for Irrigation Water	( )	(xx)	

Construction will be by Contract (xx) State Forces ( ) Local Forces ( )

Advance Deposit for PE Required Yes (xx) No ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Ed Hardt has requested we negotiate with the City of Portland to remove Union Avenue from the State System after construction is completed. This could be done from Broadway north by diverting the route from Union to I-5 at Broadway.

9062

Form E-87 (Rev. 3-71)

OREGON STATE HIGHWAY DIVISION

IX

2
5

AUTHORITY FOR SURVEY

Section N.E. Columbia Boulevard-N.E. Weidler

Highway (Union Avenue) Pacific East, FAU 9809

County Multnomah

Date May 20, 1977

Authorization No. 1

Survey Prefix 2L-1905 (Assigned by Salem office)

Description of termini, route, length, etc.:

From Northeast Columbia Boulevard on the north to Northeast Weidler on the south. Overall length of the survey is 3.35 miles.

Purpose of survey:

YOU

To conduct a survey, prepare plans, specifications and estimates for upgrading the present facility to a four-lane boulevard with a continuous left-turn lane, landscaped sidewalks and traffic signal synchronization.

IX-9809 (1)

CRAG-TIP
Authorization from E-4 funds

		Estimate of Cost
Field Survey	(901)	157,000
Citizen Participation	(902)	n/a
City or County	(903)	100,000
Consultant	(904)	n/a
Final Design	(905)	25,000
Bridge Design	(906)	10,000
Preliminary Design	(907)	2,000
R/W Descriptions	(909)	5,000
Soils & Geology	(910)	2,000
Traffic	(911)	10,000
Landscape	(912)	2,000
Liaison	(913)	2,000
Utility	(914)	2,000
Photogrammetry	(916)	4,000
Location Studies	(918)	2,000
Engr. Graphics	(919)	2,000
Office Engineer	(920)	n/a
Specifications	(921)	3,000
Environmental	(923)	10,000
Planning	(924)	10,000
Foundation Exploration	(926)	2,000
Seminars	(950)	n/a
Hearings	(980)	n/a
Equal Opportunity	(985)	n/a
Advisory Committees	(986)	n/a

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 350,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

R. T. Even, Metro Location Engineer

Recommended for Approval:

R. N. Bothman, Ass't. State Highway Engineer

Recommended for Approval:

Location Engineer

Approved:

Technical Services Engineer

STATE FED-AID PE [X] CONST [X]

FHWA APPR. 9-16-77

SP*22604-734

9062

Project Broadway to Columbia Boulevard (Union Avenue)

Agency City of Portland Date May 6, 1977

Type of Project E-(4) Transfer Funds

The agreement on this project should provide for the following responsibilities where applicable:

	State	Applicant	Consultant
Field Survey	(xx)	( )	( )
Soils Investigation	(xx)	( )	( )
Base Design	(xx)	( )	( )
Bridge Design	(xx)	( )	( )
Signal Design	(xx)	( )	( )
Final Design and Specs	(xx)	( )	( )
Acquire R/W	(xx)	( )	( )
Relocate Utilities	(xx)	( )	( )
Construction Engineering	(xx)	( )	( )
Environmental Statements (Draft) FINAL	( )	(xx)	( )

	State	Applicant	Contractor
Maintenance During Construction	(xx)	( )	(xx)
Maintenance After Completion - Roadway	( )	(xx)	
Maintenance After Completion - Signals	( )	(xx)	
Power Consumption - Signals	( )	(xx)	
Power Consumption - Lighting	( )	(xx)	
Pay for Irrigation Water	( )	(xx)	

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
AUG 18 1977
TAA Holmes File: FM FA LG OP

Construction will be by Contract (xx) State Forces ( ) Local Forces ( )

Advance Deposit for PE Required Yes (xx) No ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Ed Hardt has requested we negotiate with the City of Portland to remove Union Avenue from the State System after construction is completed. This could be done from Broadway north by diverting the route from Union to I-5 at Broadway.

2/77

FEDERAL AID PROJECT REQUEST

9062

Date April 1, 1977

Applicant Agency City of Portland
Request for: Off-System____, FAS-C____, FAUS____ Project "e-(4)" Project X
Federal Aid Route No.____ Route Name Pacific East Highway
Project Name Union Avenue Project

Project Length 17,700' approx. 3.35 miles Project Location (Attach sketch map)
Project Description City arterial reconstruction project to improve the traffic circulation and to encourage economic development along the NE Union Avenue Corridor. The Project will provide improvements for increased traffic capacity and safety, more convenient transit services, better local neighborhood traffic access and movement, improvement of the general street environment and support for business development.
Average Daily Traffic 20,500 ADT 1976 Design Speed 40 mph
est. 26,000 ADT 1990

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 50' - 56' (varies) Travel Lanes 4-10' lanes Shoulders No
Medians None Parking 8' each side
Sidewalks 12' each side (no parking in 50' roadway sections)
Remarks Last major improvements 1930

2. Desired Roadway Cross Section: (Attach sketch)

Width 56' Travel Lanes 4 @ 11'-12' lanes Shoulders No
Medians Center 10'-12' Parking None
Curbed Yes Length Curb Radii To be determined
Sidewalk/Bikeway 12' each side
Remarks These criteria based on Transportation Alternative 3A from Union Avenue Redevelopment Plan adopted by local neighborhoods and City Planning Commission. Detailed design to be prepared and reviewed during preliminary engineering.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' Minimum 80' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes X No____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No____
Remarks Additional ROW may be needed for bus pull-outs, and for turning movements at major intersections. Amounts and locations will depend on detailed design considerations.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

19 signalized intersections between Broadway-Wiedler & Columbia Blvd.
All interconnected, 2-phase signals
5 intersections to be up-graded to 3-phase: Lombard, Dekum, Alberta, Portland Boulevard, Killingsworth. This work to be completed in the summer, 1977.

2. Proposed Signalization:

Location 19 intersections as existing

Type Fixed Time & Vehicle and Pedestrian Acuated
Phases 3 Phases including left-turn
Type of Suspension Span wire or mast arm; to be determined
Interconnected Yes
Remarks

3. Permanent Signing:

Include in project or by applicant? Include in Project

4. Permanent Striping:

Include in project or by applicant? Include in Project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Predominately high pressure sodium vapor lighting with cut-off luminaires except Old Portland fixtures Alberta to Killingsworth
Overhead wiring

2. Proposed Illumination:

Location approx 2 per block in the median, number to be determined
Type New high pressure sodium-vapor with cut-off luminaires
Old Portland fixtures at major commercial nodes; underground wiring
Remarks specific needs to be determined by detailed design considerations

V. STRUCTURE DATA

1. Existing Structure: Railroad Overcrossing

Location NE Russett to NE Winchell
Type Reinforced concrete structure & deck; 4 moving lanes; 2-6½' sidewalks
Approach Roadway Width 41' Shoulder Width None
Length 220'; w/approaches 950' Width 54'
To remain in place? to be determined by detailed design considerations
(built in 1916)

2. Proposed Structure: Reconstruction of existing R.R. overcrossing

Location NE Russett to NE Winchell

Approximate Size: Length 220' with approaches 950' Width 54' to 56'

Are sidewalk/bikeways desired: Sidewalks - yes Bikeways - to use sidewalks

Are any utilities to be attached to structure? to be determined

Are provisions for illumination desired? yes - included in the project

Are there any unusual or complicating conditions? Maintenance of traffic flow during reconstruction if necessary.

Remarks design details to be determined by detailed design considerations

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes 1 overpass No existing structure described above

Name of Railroad Union Pacific

Existing Crossing Protection grade separation

2. Will existing railroad crossing be altered? R.R. overpass may be improved as determined by detailed design considerations.

Remarks Improvements may include widening, new surface, center median, lighting

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Bureau of Street & Structural Engineering Office
2. Environmental — Bureau of Street & Structural Engineering Office
3. Public Hearing — Bureau of Street & Structural Engineering Office

Remarks Contact Person: Peter D. Tryon, Union Avenue Project Manager, 248-4528.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: Before: traffic analysis, contact public and utilities; After: coordination of Project

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 1,900,000
Right-of-way costs (if participating)	500,000
Traffic control	510,000
Illumination	300,000
Structures	500,000
Railroad	
Other contengencies 12%	440,000
Preliminary engineering	350,000
PROJECT TOTAL	$ 4,500,000

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or _____ COUNTY

By _____

By _____
Commissioner of Public Works

By _____

By _____

By _____

(1976)

UNION AVENUE PROJECT

Major Actions and Decisions on Street Improvement 1971-1977

December 1971	Model Cities Traffic Circulation Plan recommended improvements to Union Avenue to accomodate present and future traffic needs.
August 1972	NE Neighborhood Associations adopted transportation policies which placed Union Avenue as the highest priority transportation project.
June 1973	Model Cities Comprehensive Plan indicated a specific program should be developed for Union Avenue.
December 1973	City and Model Cities began Union Avenue Redevelopment Program. Contract No. 13984 December 11, 1973
March 1974	City Council authorized application to State requesting Federal Highway Funds (FAU) for preliminary engineering and environmental studies for Union Avenue. Ordinance No. 137923 March 13, 1974.
August 1974	City Council designated Union Avenue as the top priority highway improvement project in the City and authorized application to the State requesting State Bond Funds for street improvements. Res. No. 31451 August 1, 1974
December 1974	Neighborhood Organizations made specific recommendations on Union Avenue Land Use and Transportation Alternatives based on the draft Union Avenue Redevelopment Plan.
June 1975	CRAG adopted the 1990 Interim Transportation Plan with emphasis on developing a coordinated automobile/transit system along existing transportation corridors. Union Avenue was designated for major transportation improvements.
December 1975	City Planning Commission adopted the Union Avenue Redevelopment Plan
May 1976	State received approval from FHWA for withdrawal of Mt. Hood Freeway funds from interstate system and CRAG allocation of funds for alternative reginal transportation projects.
July 1976	CRAG adopted Transportation Improvement Plan which recommends Union Avenue be considered for State Bond Funds. CRAG Res. No. 760703 July 22, 1976
September 1976	City Council requested CRAG to approve use of Mt. Hood Freeway funds for Union Avenue. Res. No. 31753 September 15, 1976
February 1977	City Council authorized transfer of HCD funds to Bureau of Street & Structural Engineering to provide preliminary work prior to Union Avenue Project approval. Ordinance No. 143166 February 9, 1977
March 1977	Planning Commission adopted the City Arterial Streets Policy. March 9, 1977 City Arterial Streets Policy designated Union Avenue as "Major City Traffic Street" and "Major City Transit Street."
April 1977	City Council approved Project budget for preliminary engineering through design approval; 14% local match from City HCD funds.
April 1977	CRAG approved Mt. Hood Freeway Interstate Transfer Funds for NE Union Avenue Project. CRAG Res No. ED770410 April 28, 1977

NE UNION AVENUE RECONSTRUCTION PROJECT

City of Portland

EVIDENCE OF LOCAL FUNDING APPROVAL

- City Council Resolution requesting Interstate Transfer funds for NE Union Avenue Project.
- City Council approved project budget package for NE Union Avenue Project.
- City Inter-Agency Agreement for 14% local match funding.

1979 Airport Way Interch. Sec. 9063
of East Portland Freeway.
(Grading & Structures)

9013

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	MULTNOMAH	OREGON

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
2/3/86	T. P. LOWE, AREA ENGINEER	I-205-7(72)134

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
12/2/81	4/9/84	100 %	730 days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

AIRPORT WAY INTERCHANGE
EAST PORTLAND FREEWAY
Grading and Structures

This project provided for construction of two structures on I-205 freeway over Airport Way, one structure carrying northbound traffic off the freeway to the Airport, a combination storm sewer and bikeway structure over Airport Way, and a bicycle structure over an on-ramp to get the bikeway over to the freeway median area. Also involved was some earth work and a considerable amount of drainage work.

The final project cost of $5,574,020 is 5% under the original authorization.

NOTED
W. E. SCHWARTZ
CJ
2/10

RECEIVED
STATE HWY ENGR
FEB 7 '86
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE		SIGNATURE G. K. HOSSNER Field Operations Engineer	
TITLE AREA ENGINEER	DATE FEB - 4 1986	TITLE FIELD OPERATIONS ENGINEER	DATE FEB - 6 1986

FORM FHWA 144.2 — PREVIOUS EDITIONS MAY BE USED

9063

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Peter Kiewit & Sons Co. Contract No. 9063	Airport Way Intch. Multnomah County	4/9/84
Gresham Paving, Inc. Contract No. 9397	Oatfield Rd. @ SE Thiessen Rd. Clackamas County	4/11/84
Baker Rock Crushing Co. Contract No. 9725	North Scholls Project Washington County	4/11/84
Kelly R. McFarlane Contract No. 9642	Elgin Rock Production Union County	4/12/84
Abhe & Svoboda, Inc. Contract No. 9599	Umpqua R.Bridge @ Reedsport Douglas County	4/13/84
E. Lee Robinson Const. Co. Contract No. 9490	I-5 Freeway-N. Greeley Ave. Multnomah County	4/16/84
Siuslaw Construction Co. Contract No. 9360	Fanno Creek Bridge Washington County	4/16/84
R. D. Mac, Inc. Contract No. 9644	Richland Rock Production Baker County	4/19/84
Road and Driveway Co. Contract No. 9623	Elk City Lincoln County	4/19/84
Civil Constructors, Inc. Contract No. 9724	Willamina Slide Polk County	4/20/84

May 3, 1984

W. E. Schwartz, P.E.
Asst. State Highway Engineer

BMW:mk

9063

April 17, 1984

The Aetna Casualty & Surety Co.
Bond Department
200 Market Building, Suite 1500
200 S.W. Market Street
Portland, OR 97201

OSH 5
#9063

Gentlemen or Ladies:

Contract No. 9063 awarded to Peter Kiewit Sons' Co., for work on the Airport Way Interchange Section of the East Portland Freeway in Multnomah County was completed on April 6, 1983, and accepted by the State Highway Division on April 9, 1984.

The total contract amount is $5,181,605.94 including $15,857.42 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gernaen
COMMISSION SERVICES

ds

cc: Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, WA 98668

Peter Kiewit Sons' Co.
P. O. Box 20026
Portland, OR 97230

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

7063

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Airport Way Interchange		WEEK ENDING: July 23, 1983
		SECTION PREFIX: 626-1051
HIGHWAY: E. Portland Frwy., I-205		COUNTY: Multnomah
NAME OF JOB: Airport Way Interchange	KIND OF WORK: Grading, Structures	
CONTRACTOR: Peter Kiewit Sons' Company	CONTRACT NUMBER: 9063	FEDERAL AID PROJECT NUMBER: I-205-7(72)314
DATE OF CONTRACT: November 20, 1979	DATE WORK STARTED: December 13, 1979	ESTIMATED COMPLETION DATE: n/a
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: "B" 730	CALENDAR DAYS USED: "B" 730
	SPECIFIED COMPLETION DATE: "A" March 31, 1981	PERCENT OF TIME ELAPSED: "A" = 100% "B" = 100 %
PROJECT AUTHORIZATION: $5,838,315.75	ENGINEERING AUTHORIZATION: $413,169.12	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $5,423,146.63	ENGINEERING COST TO DATE: $385,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $5,181,576.94		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4 %	PERCENT OF AUTHORIZATION: 93 %	"A" 3-31-81, "B" 12-2-81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100%	100%					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	25,240 CY				
TOTAL QUANTITIES CORRECTED TO DATE	46,766 CY				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	46,766 CY				
AVERAGE DAILY QUANTITIES	-				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-				
NUMBER OF SHIFTS PER DAY	-				
HOURS PER SHIFT	-				

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

	Main NB	Main SB	SW	Plume	Bike			
BRIDGE NO.	13507	13507A	13507B	13507C	13507D			
PERCENT	100%	100%	100%	100%	100%			

	WEATHER	DAYS CHARGED (Monday)	HOURS DELAY	CAUSE OF DELAY
SUNDAY	No weather being Kept.	0		Project Second Notification issued December 2, 1981.
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

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CAE LS
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O
SCS CONSTRUCTION FE
REO SECTION CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity onsite, July 17 to July 23, 1983.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Peter Kiewit Sons' Co. has completed all work required on this job.

State Personnel completed work on Test Summary and Concrete Field Test Reports and submitted same for Semi-Final Estimate on Monday, July 25, 1983.

ANTICIPATED: Unless otherwise directed, this will be the last Field Engineer's Weekly Report submitted for this project.

SIGNED David A. Willhite, Project Manager

LOCATION 3700 S.E. 92nd. Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

I-205

9063

ROAD DESIGN SECTION 378-6558

ROW 3:1

September 28, 1982

J. B. Boyd, Manager
Right of Way Section

J. H. Verstoeg
Road Design Engineer

Files 53008 through 53011
Airport Way Interchange Section
East Portland Freeway Highway
Multnomah County

Verstoeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 29 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

Attached are descriptions (4 files), an authorization and right of way prints covering additional right of way required for an information center for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

STATE COPY

9063

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 9-68		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	September 10, 1982	Project Number I-205-7(72)314

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,837,865	$ 5,621,065
Federal funds	$ 5,383,679	$ 5,183,679
Other revisions		

This modification is made for the following reasons: to reflect a decrease in construction engineering costs and to release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of September, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

BXXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 1, 1982

Federal-Aid Project
No. I-205-7(72)314

Airport Way Interchange
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 0010
Grading (Sta. 137+00)

Total same as previous estimate of November 27, 1979 $ 270,963.00

Structures

Subtotal same as previous estimate of November 27, 1979 $ 4,948,358.00
Engineering 401,744.00
Total $ 5,350,102.00

Length of Structure ---------- 0.038 miles

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Grading	$ 270,963.00	$ 249,882.00	$ 21,081.00
Structures	5,350,102.00	4,933,797.00	416,305.00
TOTAL	$ 5,621,065.00	$ 5,183,679.00	$ 437,386.00

Group 1 100%
Contract No. 9063
Prefix: 626-1051

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 1-8	FEDERAL-AID PROJECT AGREEMENT 12 11 79	County: Multnomah
		Project No.: I-205-7(72)314

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, 1.84 mi. S of Washington State Line

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-24-79	0.038
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,837,365.00	$ 5,383,679.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator DEC 18 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 27, 1979

Federal-Aid Project
No. I-205-7(72)314

AIRPORT WAY INTERCHANGE
EAST PORTLAND FREEWAY HIGHWAY
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code 0010
Grading (Sta. 137+00)

Mobilization	All Required (4%)			$ 20,000.00
General Excavation	25,240	cu.yd.	4.00	100,960.00
Trench Excavation	1,840	cu.yd.	9.00	16,560.00
Watering	270	M-gal.	3.50	945.00
12-inch Sewer Pipe	1,460	lin.ft.	18.00	26,280.00
15-inch Sewer Pipe	450	lin.ft.	20.00	9,000.00
18-inch Sewer Pipe	835	lin.ft.	22.00	18,370.00
36-inch Sewer Pipe	344	lin.ft.	44.00	15,136.00
Concrete Manholes	9	each	1,200.00	10,800.00
Concrete Inlets, Type B	5	each	600.00	3,000.00
Concrete Inlets, Type G-1	1	each	650.00	650.00
Concrete Inlets, Type G-2	2	each	1,000.00	2,000.00
Concrete Inlets, Type G-2MA	4	each	1,200.00	4,800.00
8-inch Drain Pipe	1,124	lin.ft.	5.00	5,620.00
Fiber Filter	1,290	sq.yd.	1.50	1,935.00
Gravel in Drains	140	cu.yd.	20.00	2,800.00
Straw Mulch with Mulch Binder	2	acre	1,000.00	2,000.00
	Subtotal			$ 240,856.00
	Engineering			30,107.00
	Total			$ 270,963.00

Structures
Type Code X981
Structure, Bridge No. 13507 (Sta. 137+00)

Mobilization	All Required (19%)			$ 95,000.00
Shoring, Cribbing, Etc.	All Required			10,000.00
Structure Excavation	1,065	cu.yd.	9.00	9,585.00
Structure Excavation Below Elevations Shown	160	cu.yd.	9.00	1,440.00
Furnish Pile Driving Equipment	All Required			5,000.00
Furnish Piling (Alternate "A")	6,512	lin.ft.	10.00	65,120.00
Drive Piles (Alternate "A")	6,512	lin.ft.	1.00	6,512.00
Structural Concrete, Class 3300 (220 c.y.)	All Required			$ 20,000.00

Oregon State Highway Division
Salem, Oregon, November 27, 1979

Federal-Aid Project
No. I-205-7(72)314

Structural Concrete, Class 4500 (120 c.y.)	All Required		12,000.00
Structural Concrete, Class 6000 (1,025 c.y.)	All Required		180,000.00
Concrete in Retaining Walls	775 cu.yd.	250.00	193,750.00
Reinforcement (160,500 lbs.)	All Required		65,000.00
Coated Reinforcement (72,800 lbs.)	All Required		50,000.00
Reinforcement in Retaining Walls	71,500 lb.	0.40	28,600.00
Prestressing Steel (104,800 lbs.)	All Required		90,000.00
Reinforced Concrete Bridge End Panels	336 sq.yd.	60.00	20,160.00
Bearing Devices, Bent 3	8 each	800.00	6,400.00
Concrete Slope Paving	650 sq.yd.	22.00	14,300.00
Slope Paving Curb	60 lin.ft.	15.00	900.00
1-1/2-inch Electrical Conduit	510 lin.ft.	5.00	2,550.00
2-inch Electrical Conduit	255 lin.ft.	6.00	1,530.00
3-inch Electrical Conduit	255 lin.ft.	7.00	1,785.00
4-inch Electrical Conduit	255 lin.ft.	8.00	2,040.00
CL-4R Chain Link Fence	350 lin.ft.	10.00	3,500.00
			$ 885,172.00

Type Code X981
Structure, Bridge No. 13507A (Sta. 137+00)

Mobilization	All Required (14%)		$ 70,000.00
Structure Excavation	465 cu.yd.	9.00	4,185.00
Furnish Pile Driving Equipment	All Required		5,000.00
Furnish Piling (Alternate "A")	6,512 lin.ft.	10.00	65,120.00
Drive Piles (Alternate "A")	6,512 lin.ft.	1.00	6,512.00
Structural Concrete, Class 3300 (220 c.y.)	All Required		20,000.00
Structural Concrete, Class 4500 (120 c.y.)	All Required		12,000.00
Structural Concrete, Class 6000 (1,025 c.y.)	All Required		180,000.00
Reinforcement (160,500 lbs.)	All Required		65,000.00
Coated Reinforcement (72,800 lbs.)	All Required		$ 50,000.00
Prestressing Steel (104,800 lbs.)	All Required		90,000.00

Oregon State Highway Division
Salem, Oregon, November 27, 1979

Federal-Aid Project
No. I-205-7(72)314

Reinforced Concrete Bridge End Panels	336 sq.yd.	60.00	20,160.00
Bearing Devices, Bent 3	8 each	800.00	6,400.00
Concrete Slope Paving	730 sq.yd.	22.00	16,060.00
Slope Paving Curb	75 lin.ft.	15.00	1,125.00
1-1/2-inch Electrical Conduit	510 lin.ft.	5.00	2,550.00
2-inch Electrical Conduit	255 lin.ft.	6.00	1,530.00
3-inch Electrical Conduit	255 lin.ft.	7.00	1,785.00
4-inch Electrical Conduit	255 lin.ft.	8.00	2,040.00
			$ 619,467.00

Type Code X981
Structure (Bridge No. 13507B (Sta. "SW2" 129+30 to Sta. "SW2" 140+35)

Mobilization	All Required (50%)		$ 250,000.00
Shoring, Cribbing, Etc.	All Required		25,000.00
Structure Excavation	1,950 cu.yd.	9.00	17,550.00
Special Wall Backfill	430 cu.yd.	18.00	7,740.00
Furnish Pile Driving Equipment	All Required		10,000.00
Furnish Piling	27,069 lin.ft.	10.00	270,690.00
Drive Piles	27,069 lin.ft.	1.00	27,069.00
Furnish Test Piling	452 lin.ft.	15.00	6,780.00
Drive Test Piles	452 lin.ft.	5.00	2,260.00
Load Tests	4 each	10,000.00	40,000.00
Furnish Reaction Frames on Load Platforms	4 each	2,000.00	8,000.00
Structural Concrete, Class 3300 (1,150 c.y.)	All Required		353,000.00
Structural Concrete, Class 4500 (430 c.y.)	All Required		150,000.00
Structural Concrete, Class 5000 (2,985 c.y.)	All Required		950,000.00
Expansion Joint	75 lin.ft.	400.00	30,000.00
Reinforcement (642,000 lbs.)	All Required		280,000.00
Coated Reinforcement (88,800 lbs.)	All Required		$ 70,000.00
Prestressing Steel (342,500 lbs.)	All Required		350,000.00
Reinforced Concrete Bridge End Panels	160 sq.yd.	60.00	9,600.00
Bearing Devices, Bent 1	3 each	800.00	2,400.00
Bearing Devices, Bent 8	3 each	800.00	2,400.00
Concrete Slope Paving	315 sq.yd.	22.00	6,930.00
Slope Paving Curb	200 lin.ft.	15.00	3,000.00
4-inch Pipe in Structure	45 lin.ft.	8.00	360.00

Oregon State Highway Division
Salem, Oregon, November 27, 1979

Federal-Aid Project
No. I-205-7(/2)314

6-inch Pipe in Structure	120 lin.ft.	10.00	1,200.00
8-inch Pipe in Structure	620 lin.ft.	12.00	7,440.00
1-1/2-inch Electrical Conduit	1,235 lin.ft.	5.00	6,175.00
			$2,887,594.00

Type Code X981
Structure, Bridge No. 13507C (Sta. 137+00)

Mobilization	All Required (11%)		$ 55,000.00
Structure Excavation	310 cu.yd.	9.00	2,790.00
Furnish Pile Driving Equipment	All Required		5,000.00
Furnish Piling (Alternate "A")	6,316 lin.ft.	10.00	63,160.00
Drive Piles (Alternate "A")	6,316 lin.ft.	1.00	6,316.00
Structural Concrete, Class 3300 (380 c.y.)	All Required		75,000.00
Structural Concrete, Class 5000 (575 c.y.)	All Required		150,000.00
Expansion Joint	112 lin.ft.	120.00	13,440.00
Waterproofing	1,220 sq.yd.	12.00	14,640.00
Reinforcement (128,700 lbs.)	All Required		50,000.00
Prestressing Steel (39,600 lbs.)	All Required		25,000.00
Bearing Devices, Bent 2	3 each	800.00	2,400.00
Bearing Devices, Bent 4	3 each	800.00	2,400.00
Concrete Slope Paving	200 sq.yd.	22.00	4,400.00
Slope Paving Curb	164 lin.ft.	15.00	2,460.00
3/4-inch Electrical Conduit	256 lin.ft.	4.00	1,024.00
1-1/2-inch Electrical Conduit	45 lin.ft.	5.00	$ 225.00
CL-4R Chain Link Fence	576 lin.ft.	10.00	5,760.00
			$ 479,015.00

Type Code X981
Structure, Bridge No. 13507D (Sta. 137+00)

Mobilization	All Required (2%)		$ 10,000.00
Structure Excavation	35 cu.yd.	10.00	350.00
Special Wall Backfill	55 cu.yd.	20.00	1,100.00
Furnish Pile Driving Equipment	All Required		1,000.00
Furnish Piling (Alternate "A")	488 lin.ft.	10.00	4,880.00
Drive Piles (Alternate "A")	488 lin.ft.	1.00	488.00
Structural Concrete, Class 3300 (35 c.y.)	All Required		4,000.00
Structural Concrete, Class 5000 (85 c.y.)	All Required		16,000.00

Oregon State Highway Division
Salem, Oregon, November 27, 1979

Federal-Aid Project
No. I-205-7(72)314

Reinforcement (18,900 lbs.)	All Required		10,000.00
Prestressing Steel (5,800 lbs.)	All Required		7,000.00
Bearing Devices, Bent 2	2 each	800.00	1,600.00
Concrete Slope Paving	66 sq.yd.	22.00	1,452.00
Slope Paving Curb	128 lin.ft.	15.00	1,920.00
CL-4R Chain Link Fence	252 lin.ft.	10.00	2,520.00
			$ 62,310.00
	Structures		$4,933,558.00
Anticipated Items			
Temporary Erosion Control	All Required		$ 10,000.00
On-the-Job Trainees (6 at $800)	All Required		4,800.00
			$ 14,800.00
	Subtotal		$4,948,358.00
	Engineering		618,544.00
	Total		$5,566,902.00

Length of Structures - - - - - - - -0.038 miles

Retained in Program Status
(Not included in amounts below.)

Temporary Drainage Basin	All Required	$ 400.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Grading	$ 270,963	$ 249,882	$ 21,081
Structures	5,566,902	5,133,797	433,105
Total	$5,837,865	$5,383,679	$454,186

Group 1 - 100%
Contract No. 9063
Prefix: 626-1909
Prefix: 626-1051

9063

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 23, 1982

In Reply Refer to
File No.

Mr. Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, Oregon 97301

NOTED
E. S. HUNTER

Dear Mr. Wilken,

Re: Airport Way-Powell Blvd. Section
East Portland Freeway
Multmomah County

It is proposed to salvage approximately 2,225 feet of concrete median barrier from the subject project. The barrier is presently in use channeling traffic in the Airport Interchange area.

We will specify the barrier sections be stockpiled at the State storage yard at S.E. 82nd and Harmony Road at the direction of the engineer.

The project will be credited in the amount of $3.00 per foot which is arrived at as follows:

1. Salvage value of concrete medrian barrier equals $1.50 per foot.

2. Extra cost to contractor for hauling and stockpiling equals $1.50 per foot.

The salvage value is low due to difficulty in removing without damage.

We will initially credit the project for 2,225 lineal feet @ $3.00 = $6,675. The credit to the project will be adjusted when the actual amount is determined.

This proposal was discussed with and verbally approved by Mr. Glenn Hossner of the FHWA and your approval is requested.

Very truly yours,

D. R. Adams
Final Design Engineer

RECEIVED
TECHNICAL SERVICES
JUN 24 '82
REFER TO
FOR
Info | Action | R/W | D/R | C&M | Agt | File

DNS:rlr
cc: E. S. Hunter
D. H. Moehring
C. T. Keasey
E. L. Hardt
Jack Sullivan
D. N. Stoudenmeyer

Form 734-3122

#9063 6-23-80 files L

261-1209

CALIFORNIA PRELIMINARY NOTICE 14026

IN ACCORDANCE WITH SECTION 3097 AND 3098, CALIFORNIA CIVIL CODE

THIS IS NOT A LIEN. THIS IS NOT A REFLECTION ON THE INTEGRITY OF ANY CONTRACTOR OR SUBCONTRACTOR

OWNER COPY

CONSTRUCTION LENDER or
Reputed Construction Lender, if any.

[redacted]

FOLD HERE

Contract # 9063

OWNER or Reputed Owner (on private work) — or — PUBLIC AGENCY (on public work)

State Of Oregon
Department Of Transportation
Salem, Oregon 97310

Construction loan no. _____ (if known)

FOLD HERE

ORIGINAL CONTRACTOR or
Reputed Contractor, if any

[redacted]

YOU ARE HEREBY NOTIFIED THAT . . .

VSL CORPORATION
(name of person or firm furnishing labor, services equipment or material)

101 Albright Way
(address of person or firm furnishing labor, services,

Los Gatos, CA 95030
equipment or material)

has furnished or will furnish labor, services, equipment or materials of the following general description:

Post-tensioning
(general description of the labor, services, equipment or

material furnished or to be furnished)

for the building, structure or other work of improvement

located at: **Airport Way Interchange**
(address or description of job site

Section
sufficient for indentification)

The name of the person or firm who contracted for the purchase of such labor, services, equipment or material is:

Peter Kiewit Sons' Company
(name and address of person or firm)

P.O. Box 20306

Portland, Oregon 97230

An estimate of the total price of the labor, services, equipment or materials furnished or to be furnished is:

[redacted]
(Dollar amount must be furnished to construction lender-optional as to owner or contractor)

Trust Funds to which Supplemental Fringe Benefits are Payable.

Iron WorkersTrust S. F.
(name) (address)

(name) (address)

(name) (address)

(name) (address)

(Materialmen not required to furnish the above)

Dated: **June 23, 1980**

Contracts Manager
(signature) (title)

Telephone Number (408) 866-5000

NOTICE TO PROPERTY OWNER

If bills are not paid in full for the labor, services, equipment, or materials furnished or to be furnished, a mechanics' lien leading to the loss, through foreclosure sale, of all or part of the property being so improved may be placed against the property even though you have paid your contractor in full. You may protect yourself against this consequence by (1) requiring your contractor to furnish a signed release by the person giving you this notice before making payment to your contractor or (2) any other method or device which is appropriate under the circumstances.

- 1063

1

HIGHWAY DIVISION - ODOT 378-6516

FILE November 19, 1979

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
November 15, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened November 15 on the following pnojects:

1. Long Butte Rock Production
   The Dalles-California Highway, Deschutes County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Seneca Rock Production
   John Day-Burns Highway, Grant County
   Aggregate Crushing

   Same as No. 1.

3. Basque Rock Production
   I.O.N. Highway, Malheur
   Aggregate Crushing

   Same as No. 1.

4. Antelope Rock Production
   Shaniko-Fossil Highway, Wasco County
   Aggregate Crushing

   Same as No. 1.

5. Fozsil Rock Production
   Shaniko-Fossil Highway, Wheeler County
   Aggregate Crushing

   Same as No. 1.

6. Spray Rock Production
   Kinberly-Long Creek Highway, Wheeler & Grant Counties
   Aggregate Crushing

   Same as No. 1.

7. S.E. 82nd Drive at Oakfield Road (Gladstone)
Clackamas County
Traffic Signals

Same as No. 1.

8. Spring Creek Hill
The Dalles-California Highway, Klamath County
Grading and Overlay
Fallout area construction

Same as No. 1.

9. Zigzag River-Ski Bowl Frontage Road
Mt. Hood Highway, Clackamas County
Grading and Paving

Four to ten-foot shoulders provided four-foot shoulders to be striped and signed as a Narrow Bikeway and remaining shoulders to be striped and signed as a standard Class III Bikeway.

10. Bunker Hill-Davis Slough
Oregon Coast Highway, Coos County
Coquille-Glen Aiken Creek
Coos Bay-Roseburg Highway, Coos County
Paving
Overlay

Same as No. 1.

11. Little Butte Creek Bridge
Crater Lake Highway, Jackson County
Structure

Structure and approaches. Six-foot Class III Bikeways to be provided.

12. Ironside-Brogan Hill
John Day Highway, Malheur County
Paving

Overlay and widening. Twelve-foot lanes with four-foot shoulders provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

13. N. Tigard Interchange-S.W. Beef Bend Road
Pacific Highway West, Multnomah and Washington Counties
Traffic Signals

Curb cuts being constructed throughout the project to accommodate bicycle and pedestrian traffic.

14. Maupin-Sherman Highway Junction
The Dalles-California Highway, Wasco County
Paving
Overlay, two to four-foot shoulders provided

Same as No. 1.

15. Junction City-Airport Road
Pacific Highway West, Lane County
Grading and Paving

Six to ten-foot shoulder on multiple lane highway provided; will be designated at a later date as bike lanes when a connector can be made. Eight-inch "fog" lines now.

16. Project set back to later letting date

17. N.E. Columbia Blvd.-N.E. Weidler Street (Unit 1)
Pacific Highway East, Multnomah County
Grading, Paving and Signals

Existing sidewalks, where removed, to be replaced in kind. Curb ramps to be installed to accommodate bicycle and pedestrian traffic.

18. Airport Way Interchange
East Portland Freeway, Multnomah County
Grading and Structures
Class I Bikeway to be constructed on this project.

DPS:ge

cc: F. B. Klaboe
E. J. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

10a 11-21-79

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(72)314

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80035

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-26

RECEIVED
STATE HWY ENGR
OCT 26 '79
REFER TO
FOR
Info | Files | W/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10-24-79	10-24-79	Interstate 205	Primary 64

GENERAL LOCATION:
Airport Way Interchange Section

GENERAL DESCRIPTION OF WORK:
Structures

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Temp. Erosion Control $10,000
On the Job Training 4,800

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's October 18, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $6,338,953 - Federal Funds $5,845,199.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-24-79	G. K. Greene	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—721-912

9063

1-205
27

STATE OF OREGON

INTER OFFICE MEMO

TO: Mr. E. L. Hardt
Region 1 Engineer

DATE: October 23, 1979

FROM: Jack Davis
Foundation Engineer

SUBJECT: Foundation Data
Airport Way Interchange Section
East Portland Freeway
Multnomah County
Airport Way O'xing 13507 & A
"SW" O'xing of Airport Way 13507B
Storm Sewer Flume O'xing of "AW" & "SE" 13507C
Bicycle Path Bridge 13507D

Enclosed for your use are copies of the Foundation Reports for the subject project scheduled to be let November 15, 1979.

By a copy of this letter, copies of the reports are forwarded to the Resident Engineer.

JD:smd

Encl.

cc Arvey Nelson Res. Engr. /w/ encl.
Duane O. Christensen
R. W. Ellison

Vorstrog
Andersen
Christensen
Olson
Sullivan
Tarpin
Trout
Wolverlin

RECEIVED
OCT 23 1979
ROAD DESIGN SECTION

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626-1909(330)

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STATE OF OREGON

INTEROFFICE MEMO

METRO TECHNICAL SERVICES
DEPT.

238-8230
TELEPHONE

DATE: October 18, 1979

TO: A.D. OLSON
Engineering Design

FROM: K.D. LIMBOCKER
Metro Design Engineer

SUBJECT: Airport Interchange
East Portland Freeway (I-205)
Multnomah County

Discussion was held with Bob Bothman regarding the two proposals for Airport Way.

The State has no committment to light rail service north of the South Banfield Interchange. The current development plans for transit deal with two other corridors prior to consideration of the area north of the South Banfield Interchange. This translates into a 10 to 15 year delay unless unanticipated funding becomes available.

Therefore, the section of Airport Way should be built as it is now designed with corrective action to be taken if and when light rail is extended north.

js

3 Versteeg ✓
Anderson
2 Christensen
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ROAD DESIGN SECTION

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ENGINEER

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION 378-6558

TO: Ken Limbocker
METRO Design

DATE: October 16, 1979

FROM: Adrian Olson
Preliminary Design Engineer

SUBJECT: Airport Interchange
East Portland Freeway (I205)
Multnomah County

Enclosed are two sets of two prints each of possible alternate plans to handle LRT from I205 to the Airport. This is in response to your data showing the Port's widening of the median of Airport Way to the west to allow for LRT in the median.

Plan 1 would use the presently proposed typical section and restripe it to 11-foot lanes with 1-foot shy to the curbs and a 25-foot median area for LRT.

Plan 2 would widen the present section a total of ten feet to provide 12-foot lanes and 3-foot shy to the curbs. This would appear to be the minimum desirable and one that could be provided under the structure by using a low wall or GM barrier to move the curbs back five feet. It would require minor revisions to the ramp and curb alignments to the west as well as changing the position of two inlets and a manhole on the upcoming project.

Please review and comment on these plans.

Please review this with Bob Sandman and see what he can find out about transit planning north of Gateway. If this is starting to firm up, there may be other work that would be appropriate, such as the walls in the median immediately south of Airport Way.

ADO:cj
Enclosures

cc: E.S. Hunter

Contains Recycled Materials
81-125-1287

SP*75683-125

9063

I-205

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/17/79
Harold L Rowe

All Clear Deadline November 15, 1979 Bid Letting _____

SECTION Airport Interchange
Highway East Portland Freeway
County Multnomah Region 1
Type of Work ML-Str-SW Str. & Bus Str. Funds FAI Comb
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS		X	X	X	X
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X		X	
Cultural Salvage	X				
NOISE:					
Noise Study		X		X	

90630

I-205
27

ROAD DESIGN SECTION 378-6558

October 16, 1979

Ken Limbocker
METRO Design

Adrian Olson
Preliminary Design Engineer

Airport Interchange
East Portland Freeway (I-205)
Multnomah County

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Plan 2 would widen the present section a total of ten feet to provide 12-foot lanes and 1-foot shy to the curbs. This would appear to be the minimum desirable and one that could be provided under the structure by using a low wall or CRS barrier to move the curbs back five feet. It would require minor revisions to the ramp and curb alignments to the west as well as changing the position of two inlets and a manhole on the upcoming project.

Please review and comment on these plans.

Please review this with Rob Sandman and see what he can find out about transit planning north of Gateway. If this is starting to firm up, there may be other work that would be appropriate, such as the walls in the median immediately south of Airport Way.

AO:cj
Enclosures

cc: R.S. Hunter

Harvey
Anderson
Christensen
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RECEIVED
OCT 16 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
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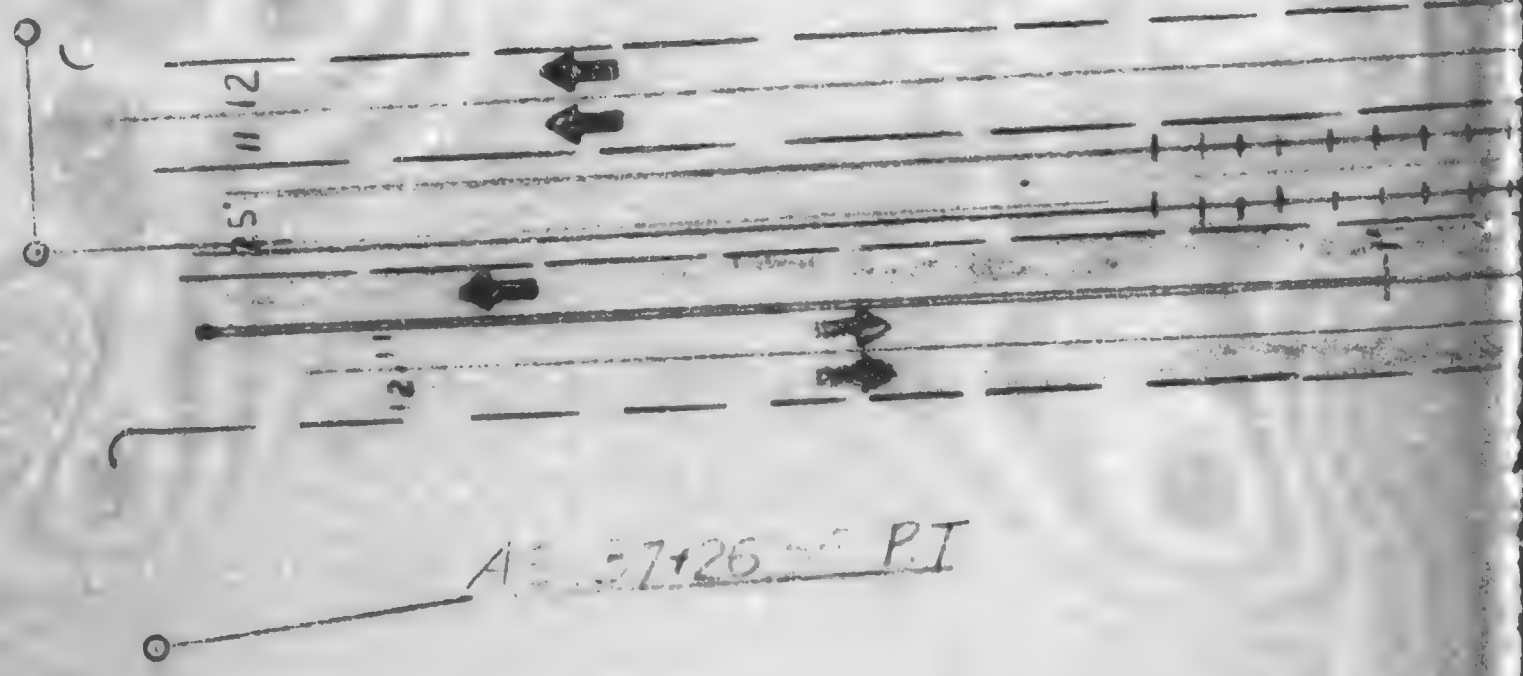

A = 7+26 P.I

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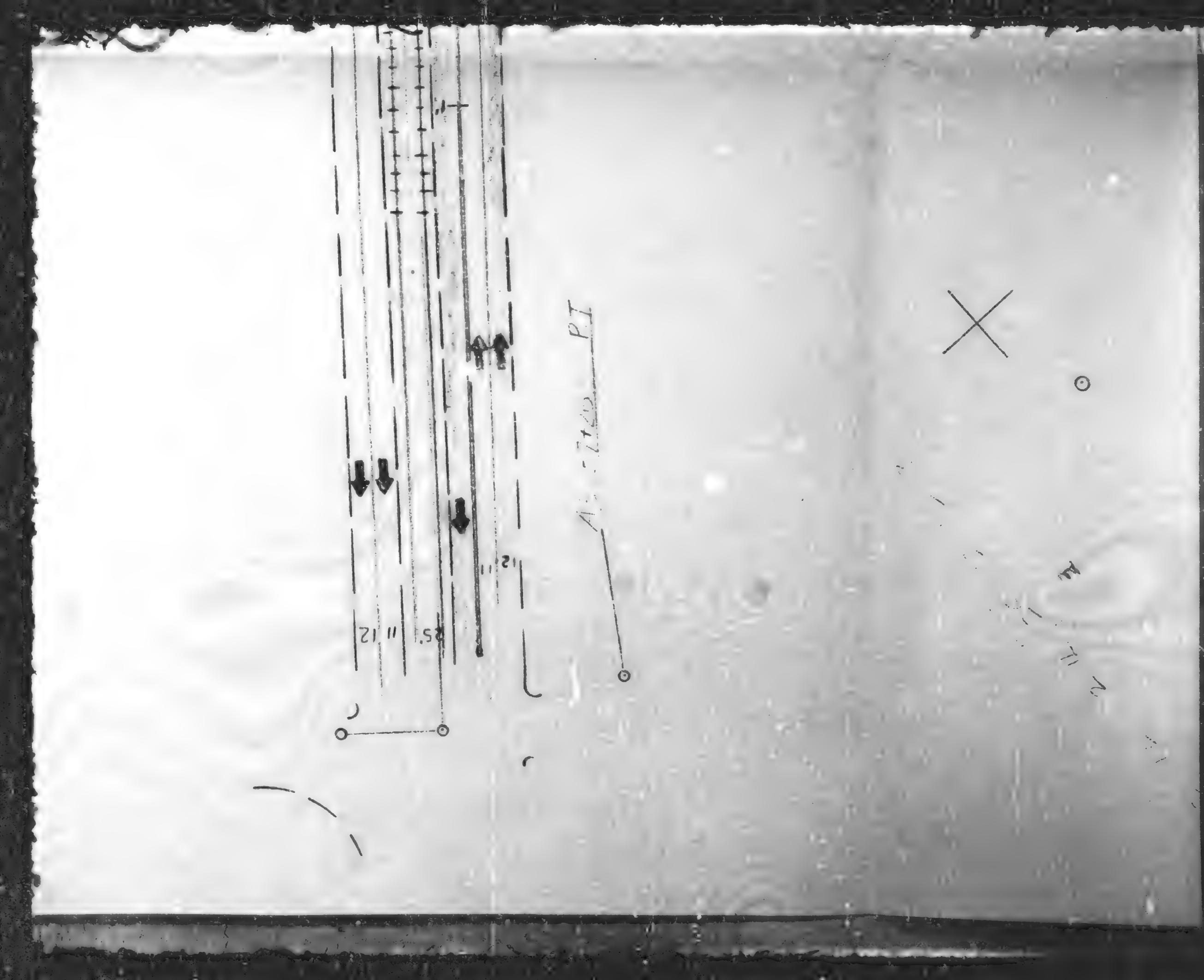
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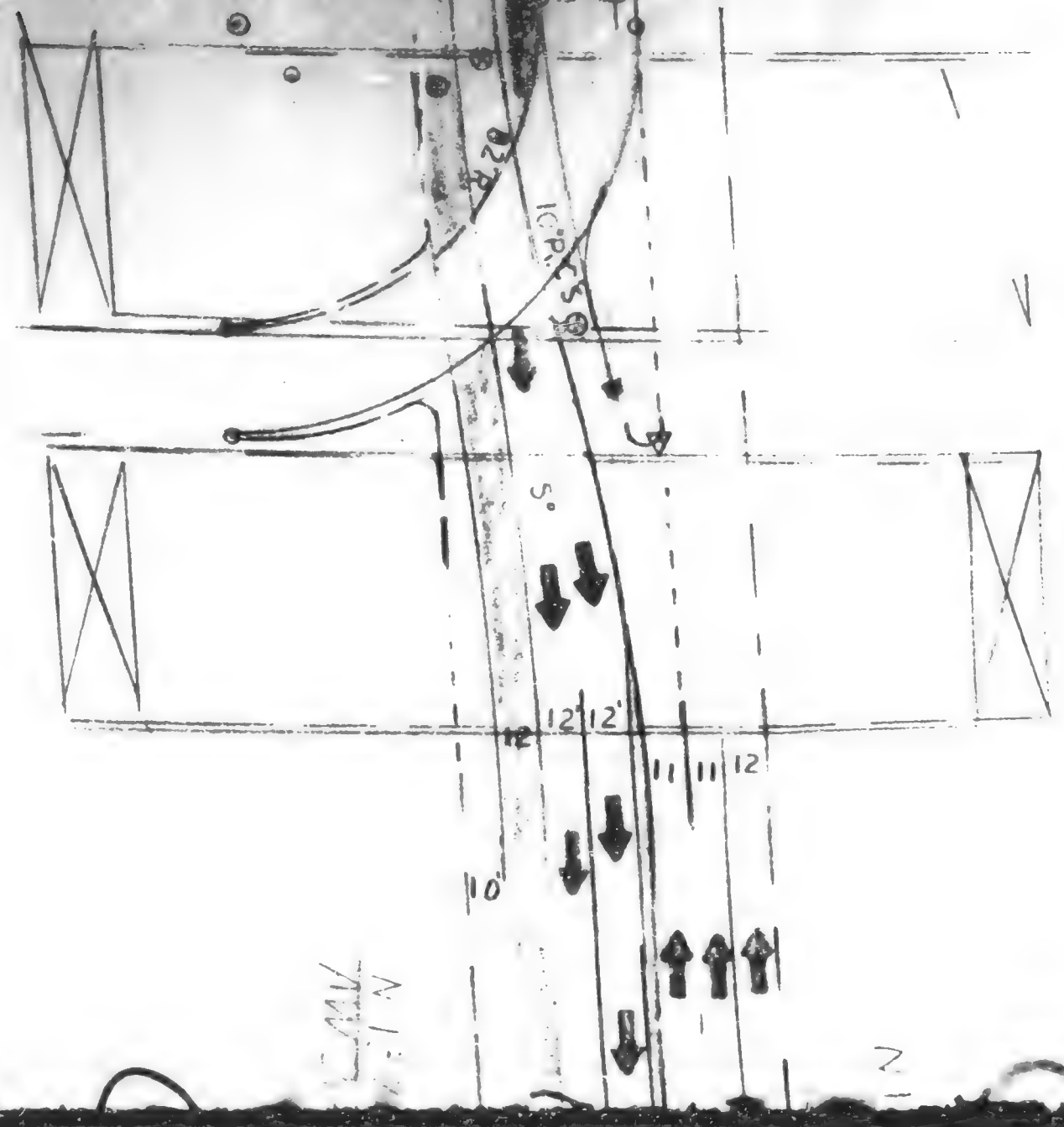
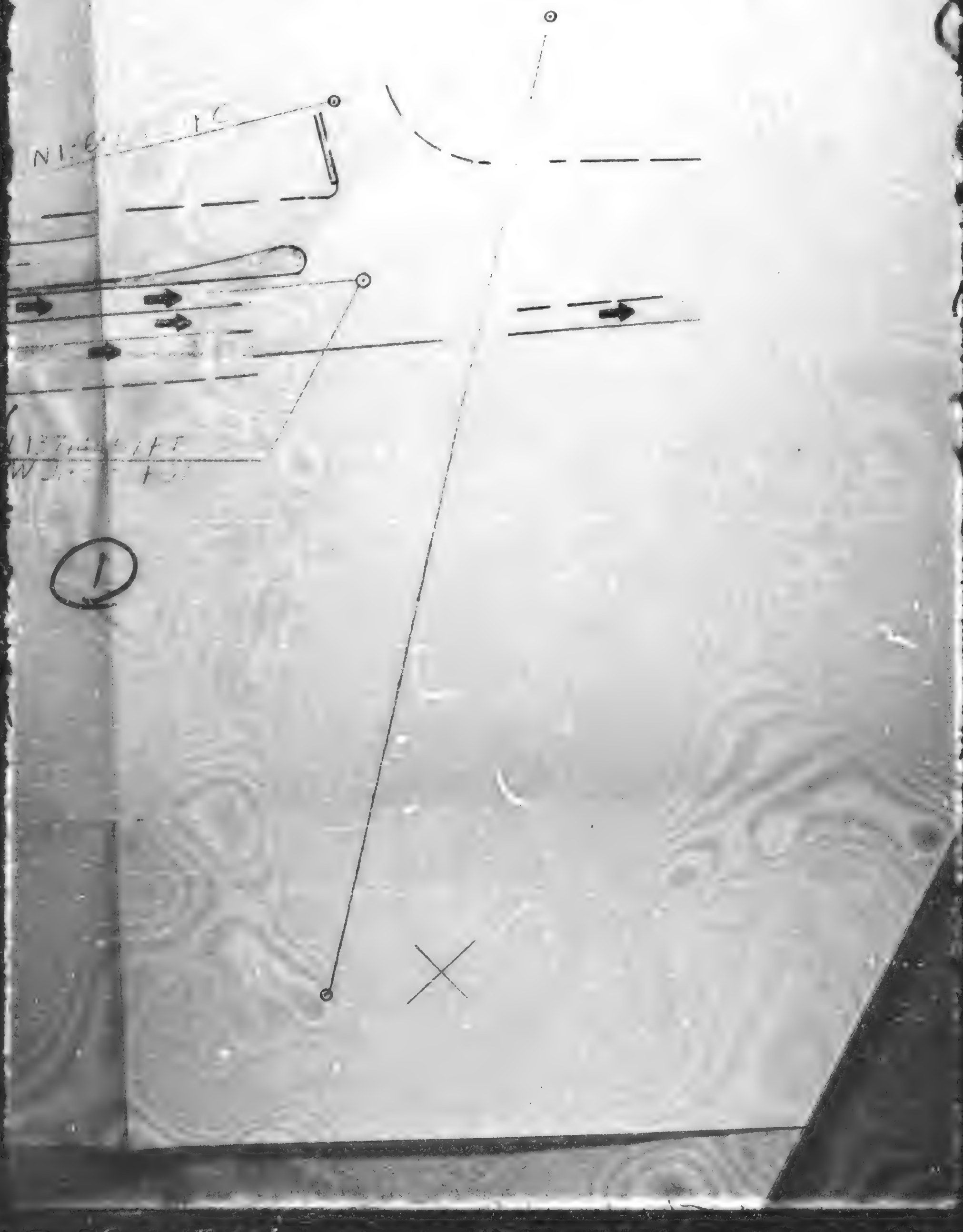
RPORT TRANSITWAY





106

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION 378-6558

TO: Ken Limbocker
METRO Design

DATE: October 16, 1979

FROM: Adrian Olson
Preliminary Design Engineer

NOTED
E. S. HUNTER

SUBJECT: Airport Interchange
East Portland Freeway (I205)
Multnomah County

Trans
PLA 1
Portland
& Mult. Co

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ADO:cj
Enclosures

cc: E.S. Hunter

RECEIVED
TECHNICAL SERVICES
OCT 16 '79
REFER TO
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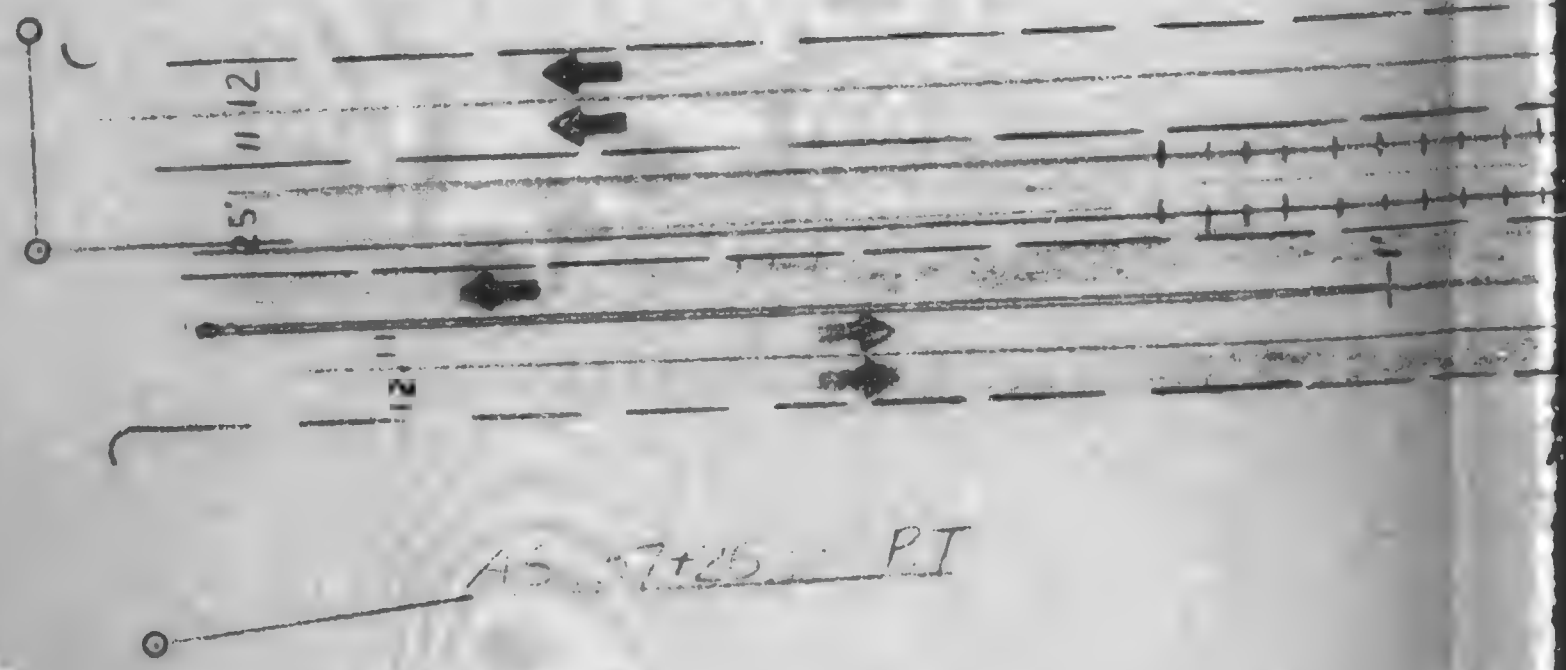
Info | Invest | R/W | D/R | Sign | Act | File

Contains Recycled Materials
81-128-1367



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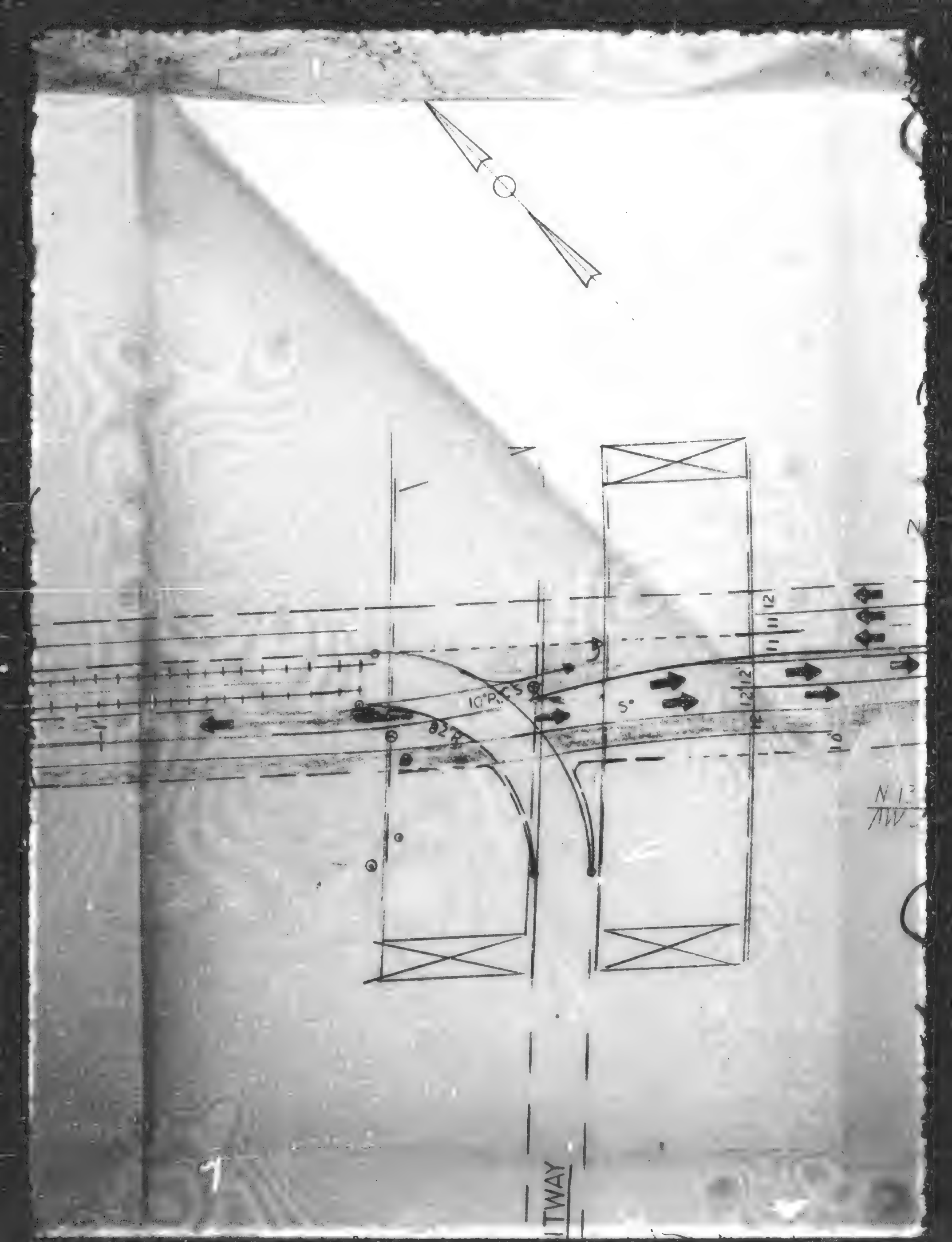
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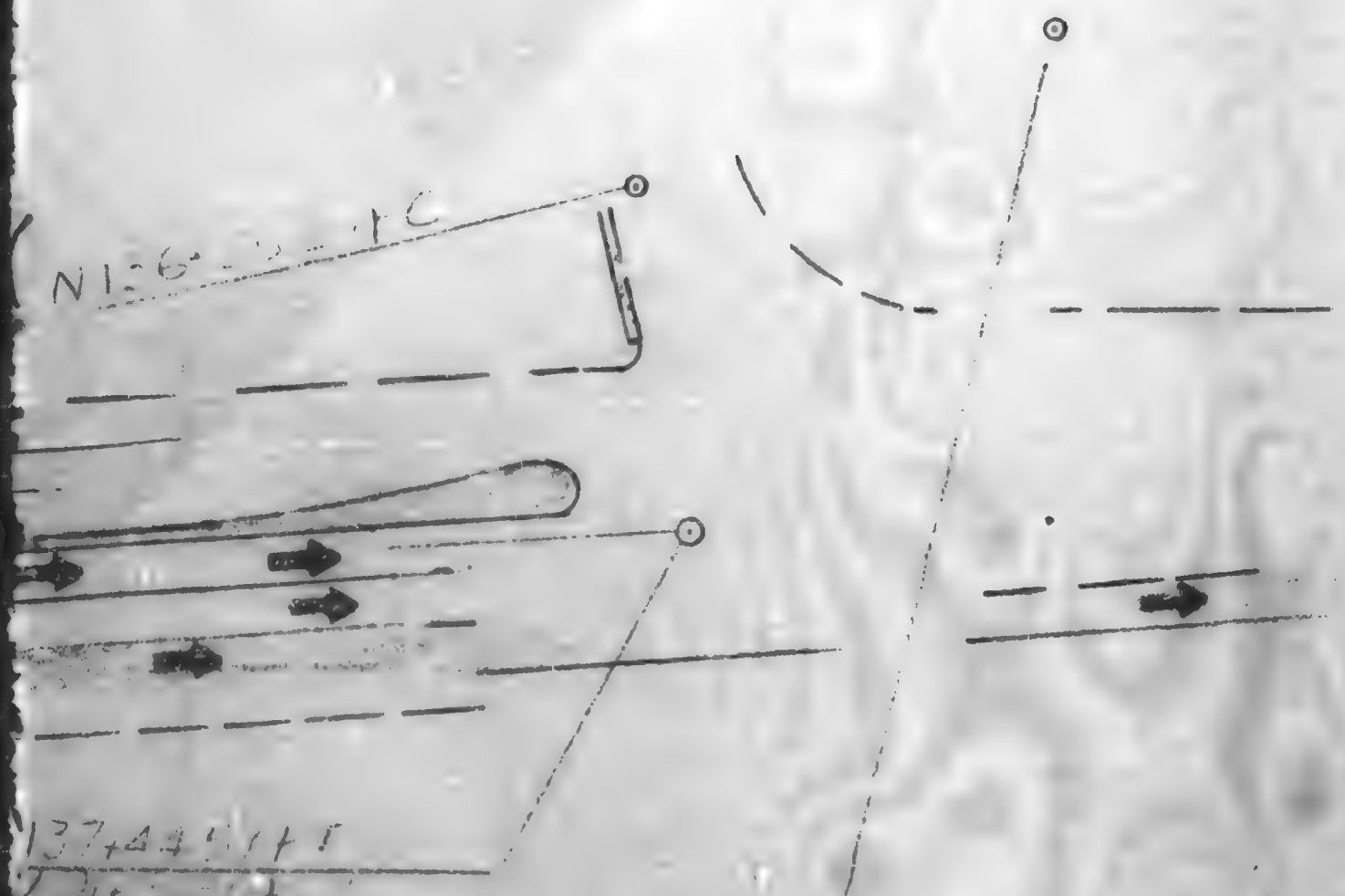

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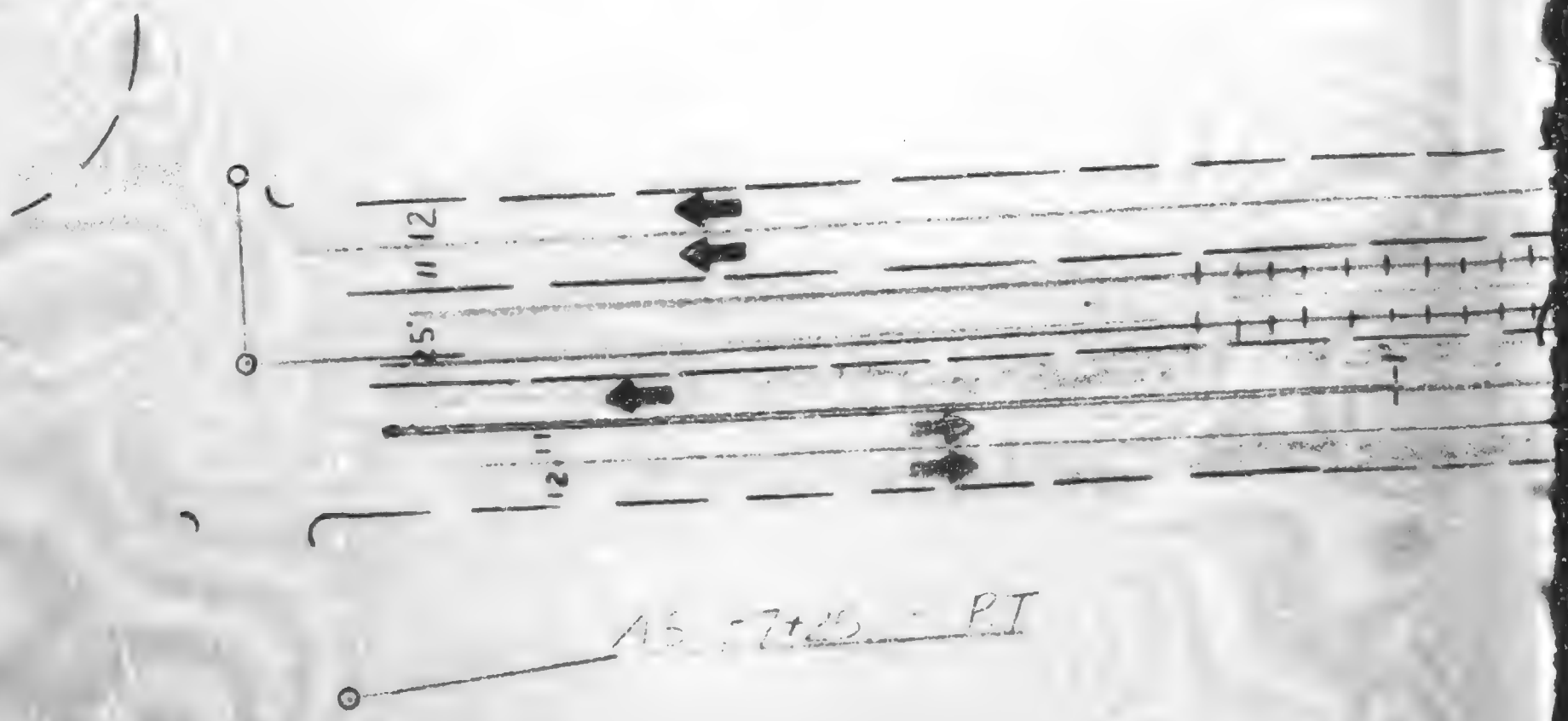
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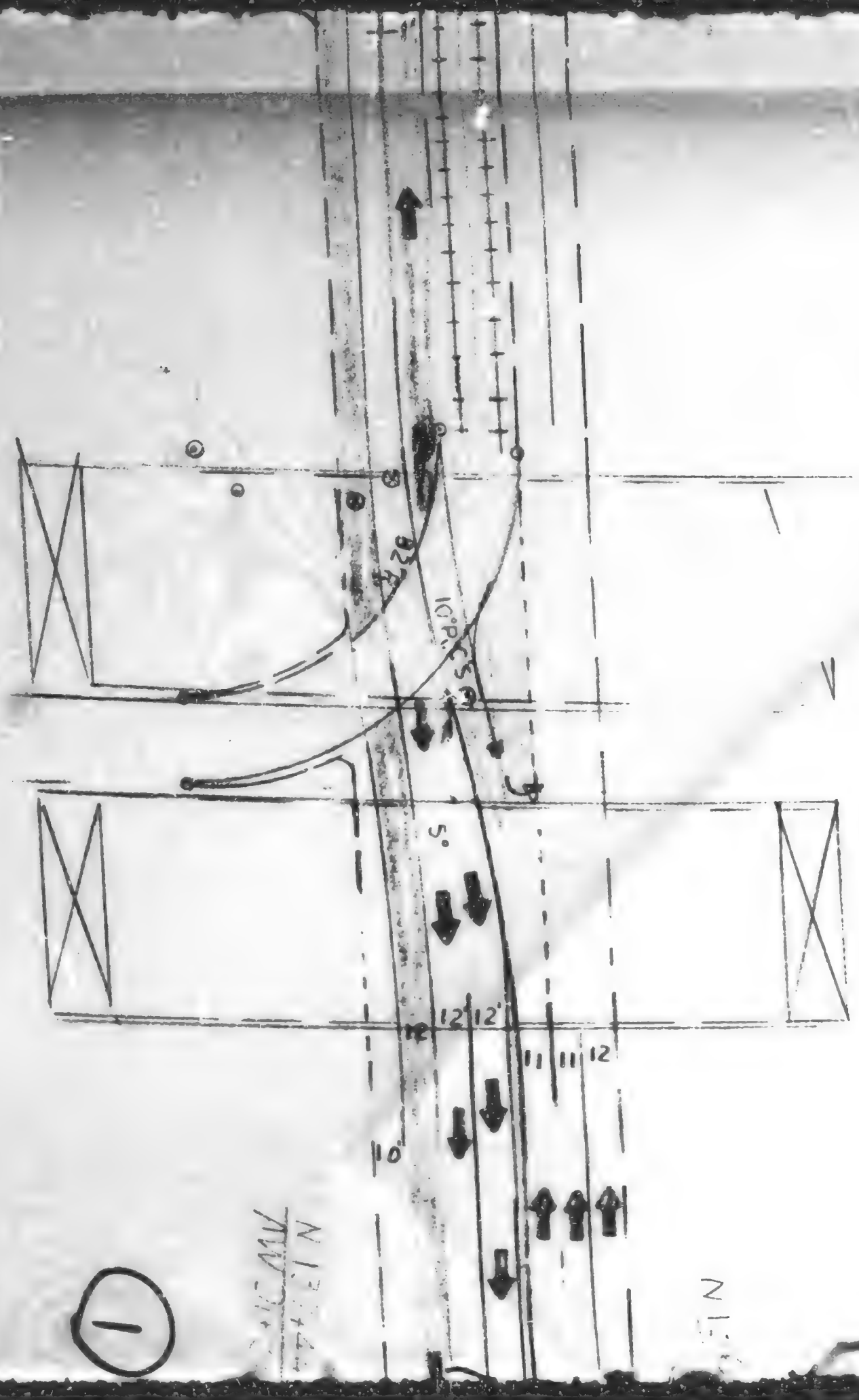
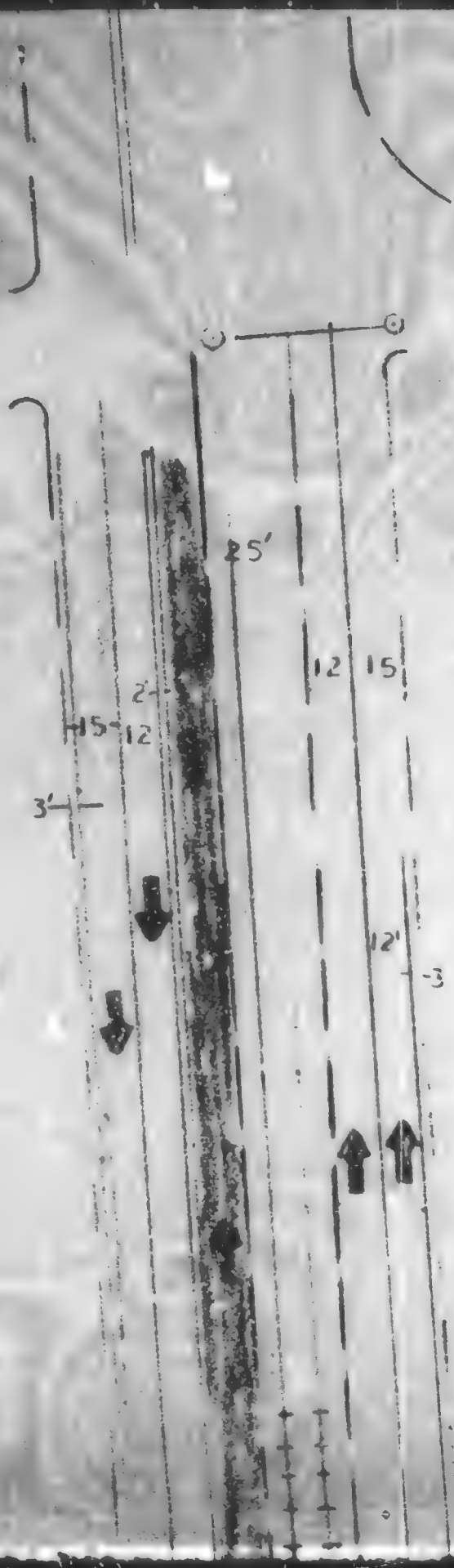
RPORT TRANSITWAY

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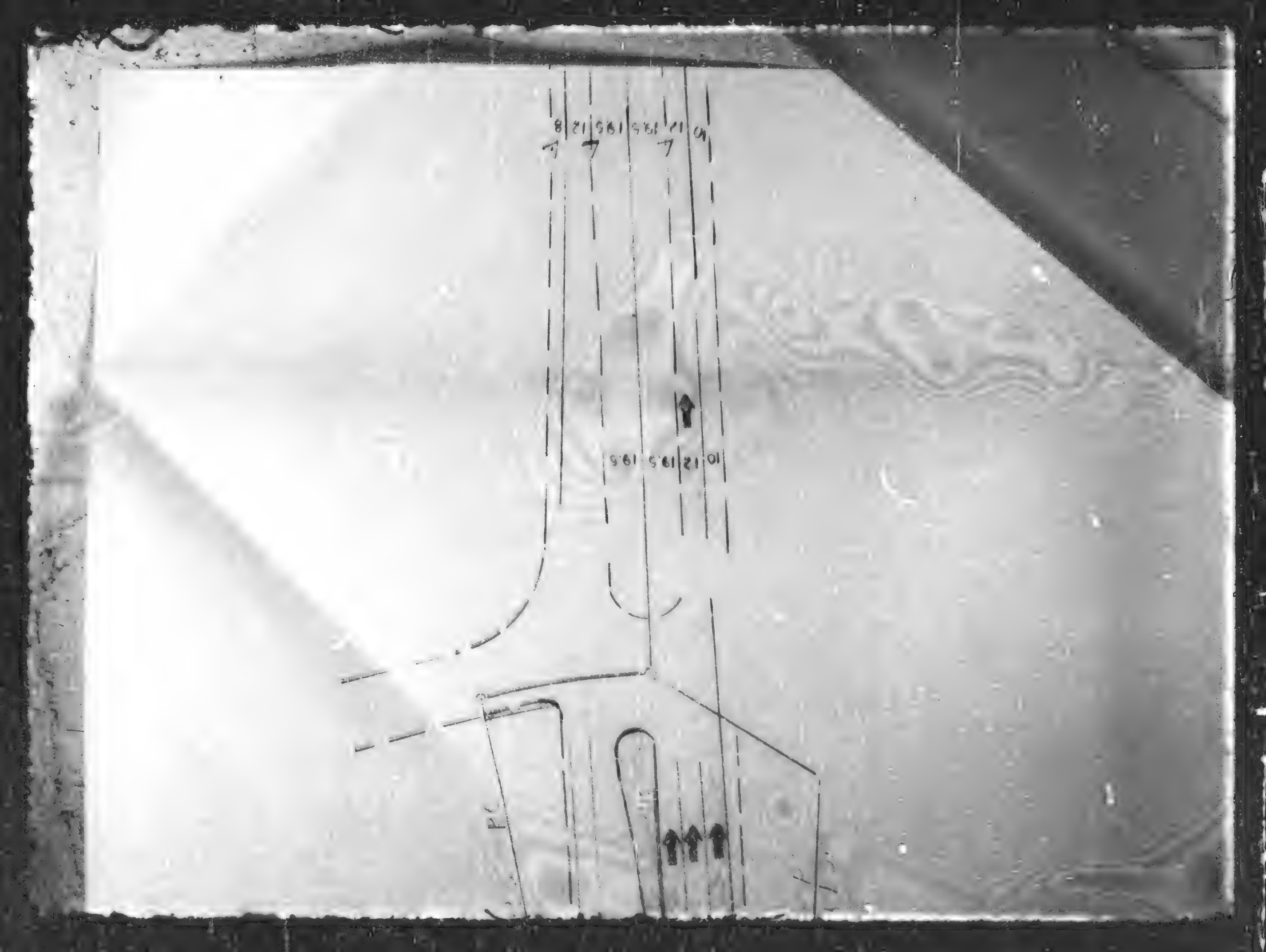

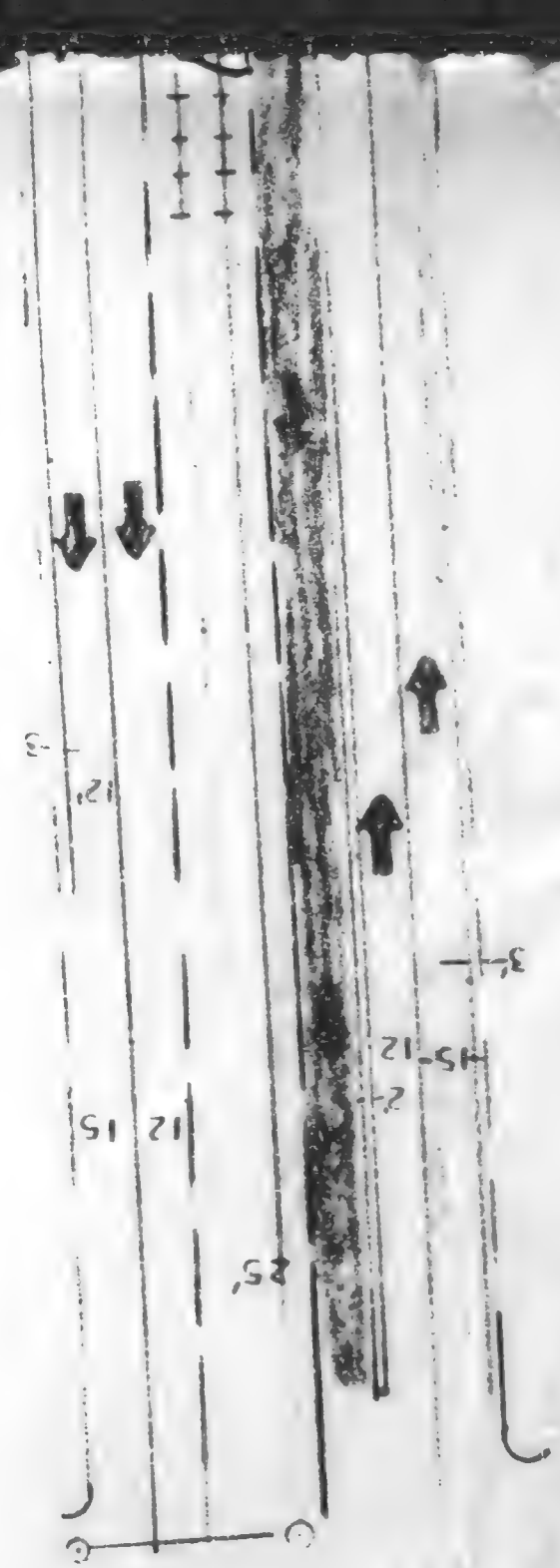
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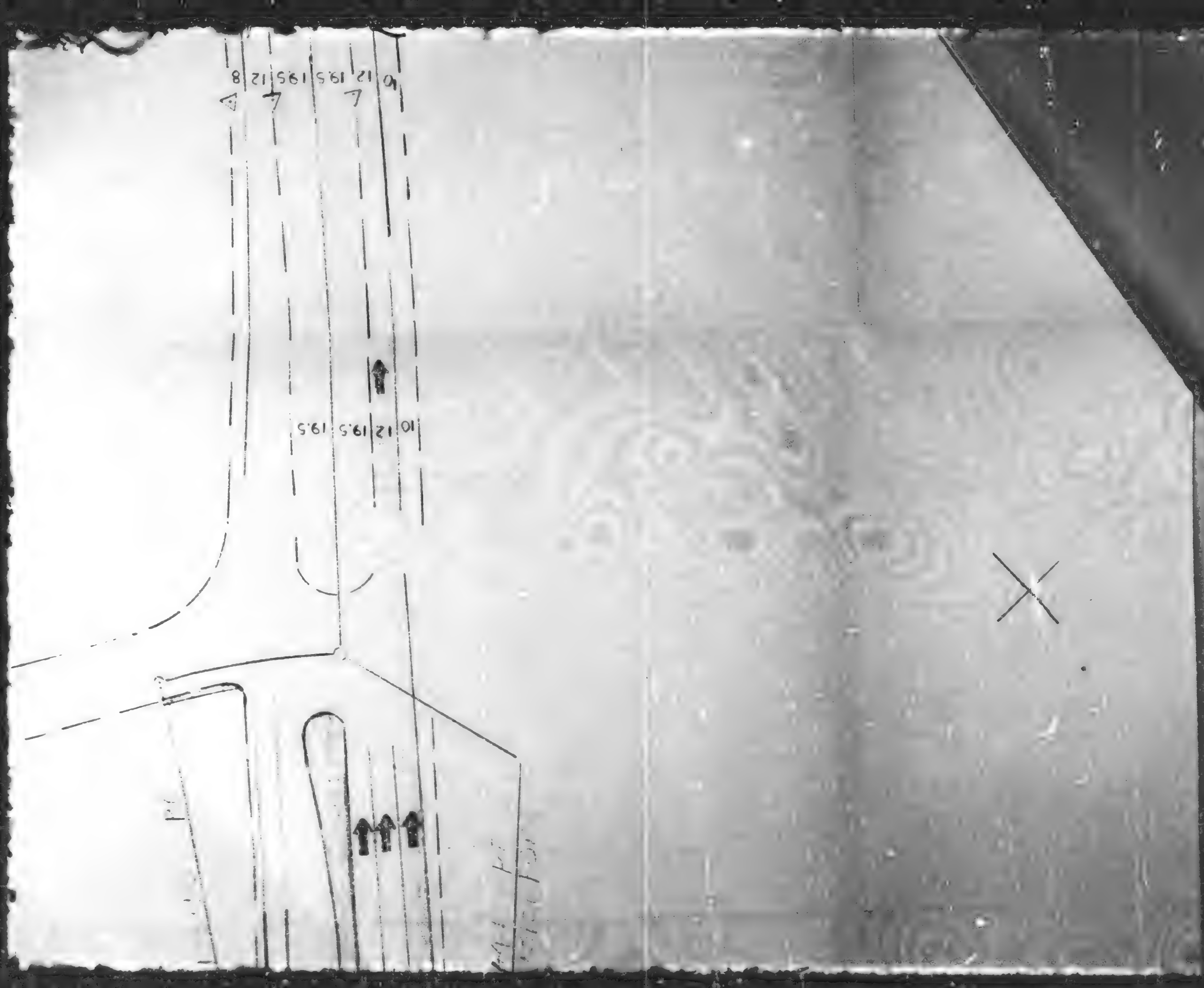
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9063

Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-6151

October 1, 1979

Mr. Ken Limbocker
Metro Design Engineer
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, OR 97213

PORTLAND INTERNATIONAL AIRPORT - INTERSTATE 205 AIRPORT INTERCHANGE - AIRPORT WAY CONNECTION

This is to advise that the configuration and alignment of Airport Way connection shown on Oregon Department of Transportation, Metropolitan Branch Preliminary Plan dated September 20, 1979, is acceptable to the Port of Portland.

It is our understanding that final design will proceed based on this plan. Please contact Jack Stiller as necessary for further coordination of this project.

William F. Shea
Director of Aviation

ES58J

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.:

July 27, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. H. MOEHRING

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 80035
Project No. I-205-7(72)314
Airport Way Intchge. Section
Multnomah County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on Nov. 15, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

Federal Funds (92.22%)	$5,279,454
State Funds	445,394
Total Cost	$5,724,848

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

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FOR
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Form 734-3122

9063

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: July 10, 1979

In reply refer to: HPD.3-OR

SUBJECT: Oregon Project I-205-7(2)340
Airport Interchange Structures

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Hart's April 23, 1979, letter submitted revised preliminary plans for these structures, which are approved, subject to the following comments.

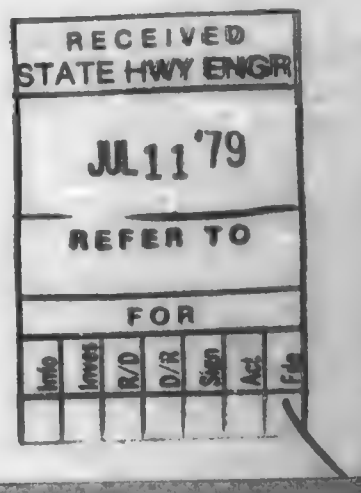
We have some reservations over some of the indicated aesthetic treatments. The extensive use of vertical lines on the exterior of the parapet railing under some conditions of lighting will create a shadow effect which could offer a visual reaction of being a massive structure. Also, the brown colored chain link fence on the bicycle structures plus the vertical lines on the parapet railing could further thicken the visual impact of the horizontal members. We agree that the fence should be colored rather than galvanized; however, we recommend it might be metallic gray with a minimum-size top horizontal rail.

Please consider these comments as you proceed with the design. We believe that these structures should be as attractive as possible and the structure types you have chosen will be very effective in this regard.

for G. L. Green

cc:
OSHD(E S Hunter)
OSHC(W J Hart)

LWR



GENERAL FILES

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 23, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P O Box 300
Salem OR 97308

C. S. HUNTER

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Airport Way Oxing, Brs. 13507 and A
SW Oxing of Airport Way, Br. 13507B
Storm Sewer Oxing of Airport Way, Br. 13507C
Bikeway Oxing of N Line, Br. 13507D

Attached are reduced prints of drawings 31911, 33912, 31942, 32730, 33179, 33892, 34103, 34104, and 34105, which are the preliminary plan and elevations and vicinity maps for the subject structures. Foundation reports will be forwarded when they become available.

The interchange provides for traffic flow between Airport Way and the East Portland Freeway. As this is a location that will be viewed by travelers arriving in Oregon, both from Washington and from the Airport, aesthetic considerations are important. The use of concrete structures allows the development of architecturally pleasing crossings with low maintenance and moderate cost. See the architectural comments and drawings attached.

The structures proposed are as follows:

Airport Way Overcrossing Twin single-span post-tensioned concrete box girders on abutments Alternate three span slant-leg concrete box girders were studied.	$1,808,000
Walls providing for Bikeway	259,000
SW Overcrossing of Airport Way Continuous single-cell post-tensioned concrete box girder. Alternate studies involved two separate structures with embankment-supported roadway between.	2,797,000

Storm Sewer Flume Overcrossing of Airport Way Two-span, two-cell, post-tensioned concrete box girder. Alternate four-span layout was studied.	$ 550,000
Bicycle Path Overcrossing of N Line Single-span, post-tensioned concrete box girder on abutments. Alternate three-span, slope-leg, reinforced concrete slab structure and single-span, precast prestressed double Tee structure were studied.	86,000
TOTAL	$5,500,000

The estimated costs shown are based on approximate quantities and include an allowance for engineering and contingencies.

Preliminary foundation data indicates the use of pile-supported footings throughout the interchange due to the very poor subsoil conditions. The exception to this is the bicycle path structure which will be placed on spread footings in the fill because the simple span is not sensitive to differential settlement nor is the bike path grade profile.

This is being sent to you as a preliminary submittal for your approval.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

Attachment

cc R. S. Hunter
B. H. Moehring

9063

C26-1909

STATE OF OREGON

INTEROFFICE MEMO I-205-1

Technical Services DEPT. 238-8231 TELEPHONE

DATE: December 12, 1978

TO: BOB ROUNDS
Right-of-Way Description Engineer

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Right-of-Way Parcel 45733, I-205
9B-13-2B

Bob Lyons has requested a revision to subject parcel at [redacted] This property is being considered for development. Presently the access control line restricts access to the property to a 35' wide opening.

Mr. Lyons has indicated that the State could suffer restricted access damages of approximately $50,000 unless this opening is enlarged to a 50' width. We suggest that the access control line be revised to end at station "AW" 104+75.

PEH:pq

cc Bob Lyons

NOTED
ROBERT R. ROUNDS
DEC 14 1978

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ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

September 11, 1978 Telephone 238-8226

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Mr. Ken Johnson
Planning Manager
Port of Portland
700 Northeast Multnomah
Portland, OR 97208

copy

Subject: Airport Way

The design of the Airport Way interchange on I-205 has limited the future alternatives for placing transit on Airport Way.

The current plan is designed to provide access to Airport Way in the form of a busway in the median of I-205 which ramps down on an exclusive ramp in the median of the freeway to Airport Way. At that point the busway could move onto Airport Way in whatever means the design of that facility would provide (i.e. either in the median or right or left side).

Light rail north of the Banfield would replace the busway. There is not adequate space for both light rail and a bus facility. A light rail alternative following the busway design at Airport Way would not have sufficient radius to access directly to the Airport Way median, but would require utilization of the westbound lanes to make the turn to the west. The light rail can make that turn and utilize the existing design; however it constrains the design of Airport Way. Another alternative is to move from the median of I-205 with the light rail over the southbound freeway lanes and access the Port in whatever manner you should design.

With the design of the interchange and Airport Way under the interchange moving rapidly to construction, I strongly recommend that you coordinate the planning for Airport Way both for auto and transit, compatible with the previous information received from the Port which led to the current designs.

I suggest the plans for the airport interchange be reviewed with those persons on your staff who are in the process of designing alternatives for Airport Way.

R. N. Bothman
Administrator

RNB/ke

cc: [redacted]
D. Wright
M. Crampton
P. Bay

Form 734-3122

9063

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. H. Moehring, Manager
Project Management

DATE: August 28, 1978

FROM: Walter J. Hart
Structural Design Engineer

SUBJECT: Airport Interchange Structures 13507A&B
Columbia Slough O'xing 16055
East Portland Freeway (I-205)
Multnomah County
Delay Receipt of Bids

NOTED
E. S. HUNTER

Fills in the area of the subject structures require approximately 18 months under surcharge to complete the major portion of their settlement. It now appears that these fills may not be completed until mid 1979. Maximum possible settlement of the fill should occur prior to beginning construction of the structures. This will minimize construction problems and the necessity of designing the structures to resist down-drag loads caused by fill settlement.

In order to accomplish this the date for contracting the structures should be delayed until the first calendar quarter of 1980. Such delay will still allow the structures to be completed prior to completion of the Columbia River Crossing and the opening of I-205 to traffic.

WJH:smd

cc E. S. Hunter
J. H. Versteeg
R. N. Bothman
E. L. Hardt

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I-205-27

Salem, Oregon
January 18, 1978

A. D. Olson
Preliminary Design Engineer

Walt Hart
Structural Design Engineer

Bicycle Path
Airport Interchange
East Portland Freeway (I-205)
Multnomah County

As discussed with Jerry Backstrand, the bicycle trail will be in the freeway median at the south end of the South Channel structure that he is working on. The details in the Airport Road Interchange have not been worked out but that is where we intend to bring the path up into the median to run on north to Washington.

ADO:jh
cc: Ken Limbocker

Manning ✓
Christensen
Scruggs
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Temple
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1-205-27

Salem, Oregon
January 4, 1978

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Engineering

R. N. Bothman
Metro Engineer

Bikeway
Airport Interchange
East Portland Freeway
Multnomah County

Attached is a plan and profiles of a proposed revised bikeway at the subject interchange. This plan will eliminate the infringement on the dike and the undercrossing as received from your office. It will also provide an easy access to Airport Way. It is suggested that this be discussed with the Port for possible inclusion by them of a bikepath on Airport Way. This would provide a facility for our bikepath to tie into which would probably make ours eligible for interstate funding.

Washington State has been contacted and they apparently have a plan for connecting the north end of the bikepath to a local facility.

If this plan meets with your approval it should be made a part of the project. Please notify us of your decision so that we can inform the Structures Section to remove the previous bike ramp from their plans.

DNS:ab
cc: Walt Hart
Don Shaffer

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

January 3, 1978

THE HON. NEIL GOLDSCHMIDT
City of Portland
1220 Southwest Fifth Avenue
Portland, OR 97204

Your letter of December 20, raises the question of implementation of future light-rail transit access to the Portland International Airport. Similar questions were raised in a letter directed to me by Skidmore, Owings & Merrill, consultants participating in the master planning studies for the airport.

copies pla & ptld. + C mult.

The approved design for the I-205 Freeway provides for a 28-foot busway in the median north of the Banfield Freeway. At the airport interchange, the busway is expanded to four lanes with two lanes from the south dropping down to Airport Way and two bypass lanes at freeway grade which connect to the two inside lanes on the I-205 south channel bridge.

At this time construction is proceeding only with the grading of the busway facility. The grading underway is based on the above approved design. A future determination will decide whether the final facility will be completed as a busway or as a light-rail facility. The flexibility exists within the I-205 design for providing either one north of the Banfield Freeway.

Under current approved busway design, the busway connects to Airport Way with a signal at I-205. The buses then operate with mixed traffic on Airport Way to the airport terminal. There is flexibility in the design of the interchange for the busway to connect to an exclusive busway on Airport Way, based upon the Port of Portland's plans.

If a decision is reached to extend light rail north of the Banfield, opportunity exists within the I-205 design to provide an exclusive access to the airport. The I-205 design provides the flexibility of connecting an exclusive access to the airport by crossing from the median either under or over the southbound freeway lanes and heading west towards the airport. This would require major construction of the grade-separated structure, either at the present time or at the time a decision is made to provide light rail to the airport. The I-205 design also provides flexibility for running LRT from I-205 directly onto Airport Way in the same fashion as the planned busway connection. In this case, signalization would be required for the LRT as it is now planned for the busway at the intersection of I-205 and Airport Way. The light-rail extension west onto Airport Way is a function of the Port of Portland's design for that facility.

NOT... E. R. HARRIS

Although limiting future alternatives for placing transit on Airport Way, the current I-205 design provides the flexibility for extending a transit facility from I-205 to the airport.

With the construction of I-205 well underway and on schedule towards a 1982 completion date, further questions relative to the design of the airport interchange should be immediately resolved.

ROBERT N. BOTHMAN
Administrator

ebg

cc: G. L. Jackson
R. A. Burco
[redacted]
Lloyd Anderson
Doug Wright

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THE CITY OF
PORTLAND
OREGON

OFFICE OF
THE MAYOR

NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

Versteeg
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December 20, 1977

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Glenn Jackson, Chairman
Oregon Transportation Commission
Highway Building
Salem, OR 97310

Robert N. Bothman, Administrator
Oregon Department of Transportation
Metropolitan Section
5821 N. E. Glisan
Portland, OR 97213

Gentlemen:

I am writing in regard to the design work which is underway for the Airport Interchange on I-205. It has recently come to my attention that there may be a problem in the Airport Interchange design in terms of the future implementation of light rail transit access to the Portland International Airport.

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Glenn Jackson.

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Specifically, it has been my understanding that the Oregon Highway Division is maintaining, in terms of the I-205 design, the flexibility for implementing LRT northward from the South Banfield Interchange (or, alternatively, a busway facility). As you know, the City has been very interested in the maintenance of this flexibility, even though there are no current plans for an exclusive transit facility to the north. I understand that the necessary right-of-way provisions, grading, and other basic steps to accomplish this will be included in the design and related contracts for I-205 from the Banfield, northward.

However, I have been informed that this same flexibility is not being included in the design work on the Airport Interchange, and the preliminary design work for the new Airport access highway, i.e., light rail transit will not be able to leave the I-205 route and gain exclusive access to the Airport.

If this is true, then I believe that we are making a serious mistake by foreclosing this future opportunity. Too many times in the past we have undertaken major transportation investments without maintaining the necessary flexibility to accomplish subsequent improvements, resulting in excessive capital costs when such improvements are warranted. It is clear that the Airport will continue to be an important trip generator in the Portland region, and I understand that the Port's current Master Plan work indicates substantial increases in trips to the Airport in future years. I am convinced, and regional planning policies agree, that we must in all situations provide for future transit opportunities if the problems of congestion, energy, and environmental impact are to be positively addressed. Maintenance of transit access opportunities to the Airport would certainly be one such major element in this approach.

Moreover, if the Highway Division is currently proposing to expend capital resources to assure that light rail access is provided to the north from the Banfield, then it only follows that the Airport Interchange and new Airport Way should be part of that access route, since the Airport must be the most important activity in that area of the region. If light rail access to the Airport is not part of the Airport Interchange design, then one must question this investment in I-205, itself.

I would very much appreciate you taking the time to investigate the degree of flexibility which has been included in the Airport Interchange and Airport Way design work, to ascertain whether in fact we are precluding light rail service opportunities to the Airport. If this is the case, then I believe that some discussion is needed to either determine why this action is justified, or to seek the necessary modifications to the design.

Please let me know when you reach some conclusions on this matter. I have instructed City staff (Doug Wright) to be available to assist in any way needed. Thank you.

Sincerely,

Neil Goldschmidt

NG:awc
cc: Lloyd Anderson, Port of Portland
Doug Wright, Bureau of Planning

RECEIVED
DEC 22 1977
OFFICE
DIRECTOR of TRANSPORTATION

I-205

9063

Salem, Oregon
October 25, 1977

A. D. Olson
Preliminary Design Engineer

Gene St. Clair
Assistant Metro R/W Supervisor

Topsoil Stockpile Sites
Port of Portland
Airport Road Interchange
East Portland Freeway
Multnomah County

Attached is a sketch map showing the existing topsoil stockpiles with their areas. The 1.95 acre site is on Port of Portland Property. The 3.22 acre site is on our right of way which we purchased in 1972 for the Airport Road Interchange and is entirely on property which we intend to trade to the Port of Portland for land for the relocated Airport Road Interchange.

These sites were traced from the construction plans. No attempt was made to field tie them. If their exact locations are required see Ken Limbocker and he will arrange to have it done.

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ADO:az
Attachment
cc: Rod Henry

E.S STEVENSON
D.L.C. NO. 56

Port of Portland
852-1381
1851-1992

3.272 Acres

1.95 acres

87-339

1" = 200'

1.46 Ac.±

0.4 Ac.±

40'

60'

60'

450'

200'

200'

120

130

O.S.H.D.

"MDK" 24+64.57 P.I.
N. 731,972.75
E. 1,476,977.74

540'

134+02.66 P.C.S.

S42°28'34"W

60'

+00

1"-200'

"S"
S 6°07'30"
D 1.0

"S"
S 6°07'30"
D 1.0

"S" 129+57.14 P.C.S.

"S" 132+07.14 P.T.

+00

80+00

"S" 136+62.

"S" 137+00.25 P.C.S.

"S" 139+80.25 P.T.

"S" 16+52.18 P.C.

"SW" 125+77.29 P.T.

"AW2" 71+71.89 P.T.

"SW" 123+27.29 P.C.S.

+50

"AW2" 73+22.72 P.C.

"SW" 120+72.45 P.S.C.

"AW2" 70+58.42 P.O.T. (47.5' Rt.)
"SW" 118+22.45 P.S.

+00

100

100

100'

"S"
3°30' C.R.
Δ 39°37'30"
T3, E. 4.25'
T3₂ 760.94

③ 48873
3.64 Ac.± Total

1.95 acres

3.22 Acres

87-339

"AW2"
2° C.L.
Δ 8°59'
T 225.05'

"SW"
5° C.L.
Δ 25°41'32"
T 15.98'
250'

S 44°03'45" E

DRIVE

Port of Portland
852-1381
1851-1992

In Excess of
15 Ac.± Outside

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

5821 NE Glisan St., Portland 97213

DATE October 19, 1977

TO A. D. OLSON
Preliminary Design Engineer

FROM GENE ST. CLAIR
Assistant Metro R/W Supervisor

SUBJECT Stockpile Sites - Port of Portland
Files 48873 and 44180
East Portland Freeway

Regarding your memo to J. B. Boyd dated August 15, 1977, I have discussed the possibility of an agreement with the Port of Portland to continue the use of their lands to stockpile topsoil through 1981. Mr. Lyle Thompson, representing the Port, has asked that we supply him with a plat showing locations of the stockpiles plus acreages of same.

The five year agreement on file #44180 to our knowledge was never completed. The state has been squatting. Mr. Thompson states that their procedures and policies now require that they enter into an agreement and that once supplied with the plat and acreages he will tender us a rental price. Would you please supply me with the plat and acreages. I will keep you informed of the progress regarding this matter.

Sketch & acreages sent to St. Clair.
ADO. 10/24/77

GSC:jb

cc Rod Henry

Varsteeg ✓
Christensen
George
Olson ADO
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OCT 21 1977
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I-205

Salem, Oregon
August 15, 1977

A. D. Olson
Preliminary Design Engineer

J. B. Boyd
Right-of-Way Engineer

Files 48873 & 44180
Port of Portland
Airport Road Interchange Area
East Portland Freeway
Multnomah County

For future landscape work on the north portion of I-205 we plan to use stockpiled topsoil which was placed on an easement from the Port of Portland and on a portion of the right-of-way that we acquired at that time (March, 1972).

I find that the deed (File 44180) gives us a 5-year easement on the stockpile site. I found nothing on the file to indicate whether a renewal has been obtained.

I find that the material stockpiled on the right-of-way obtained at that time is on an area which has been set up as surplus to be traded to the Port for property required for the revised interchange location.

It would be appropriate to renew the old easement and to retain an easement for the other stockpile unless this will cost us more than the topsoil is worth. At the present time, it would appear that we may need these sites through 1981.

Vertrees
Olson
Christensen
Scott
Swenson
Savage
Trout

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ADO:az
cc: R. N. Bothman
E. L. Hardt

O.S.H.D.

"MDR" 24+64.57 P.I.
N. 701,972.73
E. 1,476,977.74

134+02.66 P.C.S.

S 66°28'54" W

500 SD.
S = 2°30'
q = 0.2

"SW" 8° C.R.
120°07'32"
1453.24'
400.586'
5 16.00
a 2.0

"SW" 9°30' C.R.
Δ 93°57'30"
T 534.65'
L 760.94

"SW" 132+07.14 P.T.

"SW" 134+68.66 P.C.S.

"SW" 136+62.66 P.S.C.

"SW" 137+80.25 P.C.S.

"SW" 139+80.25 P.T.
"AW2" 77+77.01 P.R.C.T. (335' R)

"SW" 125+ 7.29 P.T.

"SW" 123+27.29 P.C.S.

"SW" 126+10.73 P.S.C.

"AW2" 77+77.09 P.T.

"AW2" 73+22.72 P.C.

"SW" 120+72.46 R.S.C.

"AW2" 70+58.4 ± P.O.T. (475' Rad.)
"SW" 118+22.45 P.S.

Port of Portland
852-1381
1851-1992

S 44°03'45" E

DRIVE

STOCKPILE

To be Sold

In Excess of
75 Ac.± Outside

NOSN-0.56

②48873
15.36 Ac.±

①48873
3.64 Ac.± Total

"AW2"
2°C.L.
Δ 8°59'
T 225.05'

1025-1470

1400 442
S 41°01'E

+71.6

Willingham 5th-858

N.E. 112th AVE.

Sewer

48873
0.4 Ac ±

30 60 60

450'

200'

200'

130

0.5 H.D.

"MDR" 24+64.57 P.I.
N. 701,972.78
E. 1,476,977.74

540'

134+02.66 P.C.S.

"SW" D° C.R. 120°07'32" Ta 459.24' T 400.Spd. S 16.00 a 2.0

500 Sp.
S=2°30'
q=0.2

"SW" 566°28'54"W

"3" 3°30' C.R. Ta 39°37'30" T 594.65' Ta 760.94

P.C.S.

P.T.

"SW" 132+07.14 P.T.

100' ±

STOCKPILE

48873
3.64 Ac ± Total

"AW" 2° C.L. Δ 8°59' T 225.05'

87-389

To be Stockpiled

80+00

"SW" 134+62.66 P.C.S.

"SW" 137+80.25 P.C.S.

"SW" 139+80.25 P.T.

"SW" 178+77.01 P.O.T. (93.5' Rt.)

"SW" 125+77.29 P.T.

"SW" 77+77.09 P.T.

"SW" 123+27.29 P.C.S.

"AW" 73+22.72 P.C.

"SW" 120+72.48 R.S.C.

360'

170'

120'

95'

75'

190

+71.6

+400.442

341°01'E

1025-1470

Port of Portland
852-1381
1851-1992

"AW" 70+58.42 POT (47.5' Rt.)
"SW" 118+22.45 P.S.

48873
15.36 Ac ±

I-205

90630

STATE OF OREGON

INTERCE ICE MEMO

TO: HAL VERSTEEG
Road Design Engineer

FROM: KEN LIMBOCKER
Metro Design Engineer

DATE: July 22, 1977

SUBJECT: I-205 Plans
Airport Interchange

1 Versteeg ✓
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

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Submitted are plans for the Airport Interchange portion of I-205. Drainage plans will be submitted later. Following are comments on design features.

Until the busway is in operation, the three northbound lanes will widen to four at the Columbia River Bridge. The four southbound lanes on the bridge will be reduced to three lanes by means of temporary shoulder barrier.

An auxiliary lane will be built initially northbound between the Columbia Boulevard on-ramp ("CN") and the off-ramp to Airport Way ("SW"). Another section may require an auxiliary lane in the future. This is: southbound between the Airport Way on-ramp ("WS") and the off-ramp to Columbia Boulevard eastbound ("SE"). The initially-built auxiliary lane will be concrete surfacing, as per instructions received from Salem. This is in technical violation to assurance given to a county commissioner that "there will be no more than six lanes of concrete". The future auxiliary lane will be asphalt with six-foot shoulder width. The extra six feet of freeway width required should be graded into the initial construction.

The "SE" ramp in the Airport Interchange, with a 14 degree curve, has a design speed of 40 m.p.h. The extra berm widening of the inside of this curve is necessary to maintain 40 m.p.h. stopping sight distance.

Room is provided in the Airport Interchange to allow construction of the "ES" ramp if it is ever needed. Part of the "ES" fill lying adjacent to the Airport Way overcrossing should be placed initially. Fred Yarbrough has indicated that the extra expense of putting fill in now may prevent future damage to the structure foundation which may occur if the fill were put in later. We feel that the fill necessary for the future acceleration lane should also be placed initially.

Loop not to be provided for – NO accel lane. 7/28/77 KLL

It may be possible to lower the "SW" profile a little, depending on structural depths yet to be worked out by the Bridge Department.

Traffic volumes for the Airport Interchange were based on the assumption that the Northeast Lombard connection between Northeast Marine Drive and Airport Way would remain open. Recent rumblings from the Port of Portland indicate they may close Lombard. According to John Hanks, closure of Lombard would revise traffic predictions slightly, but not enough to cause revision to the interchange configuration. It may change lengths of left-turn storage lanes on Airport Way.

NOTED
F. [illegible]

81-125-1387

Airport Way will have twelve-foot lanes with eight-foot shoulders, except between the ramps under the main structure, where shoulders should be ten feet to handle turning movements, especially buses.

Ken Weber of the Port of Portland has indicated the low areas in their portion of Airport Way will be filled in. We should do the same to be consistent. The existing type 3 fence could be salvaged for Highway Division use.

The Port's only utility that is already in is the 36-inch interceptor sewer. Other utilities will be put in as the area develops, ending at Port property and not carrying through the interchange. An existing Port of Portland manhole for their 36-inch sewer lies near the "SW" Airport Way gore. Gary Kennen feels it can stay in its present location.

A series of letters amongst the Right-of-Way Department indicated some type of screening should be provided along the freeway to protect the motorist from seeing the 205 Auto Wrecking yard on Northeast 105th Avenue easterly of "L" stations 166 to 170. We feel we have already unwittingly done so. Southbound motorists will be protected initially by the mound in the median, and in the future by shoulder barrier and glare screen. Northbound motorists will see nothing until about station 170 due to the height of the double box structure. The mound on the double box could be extended, or planted, to provide screening further north past the scene if this were deemed necessary. However, any extensive screening would block off the view of the Columbia River. The County has indicated any barrier should be down by the junk yard itself.

The improvement of Northeast Holman Street is a replacement-in-kind for Northeast Liberty Street. The street should be improved only to minimum county standards of 32-foot asphalt surfacing within a 50-foot right-of-way, small ditches if needed, and driveway patching. No curbs, driveway culverts, or other improvements should be made west of Northeast 112th Avenue. However, where the new alignment begins at Holman 42+17.95 PC we feel curbing would result in a cost savings by eliminating ditches, less right-of-way, and less rock material, and provide better delineation through the curves.

It may be necessary to connect a driveway to the southerly Northeast 112th Avenue cul-de-sac to access the property lying to the northeast (remainder of parcel 49381).

No cul-de-sac is needed on Northeast Liberty Street.

We see no need to fence the westerly frontage road between Holman Street and Columbia Slough. This could be done later if it became necessary.

A recent drilling (May, 1977) indicated water at three and one-half foot depth at Airport Way 92+00. Some type of subgrade drainage will be necessary.

The Port of Portland has indicated that Holman Street will be vacated west of Northeast 105th Avenue.

The bike path will cross Marine Drive at grade. Don Shaffer deemed this to be adequate considering the present traffic predictions, and preferable to 10 percent grades which would be required with an overcrossing structure. However, he does not want to close the option of providing an overcrossing if this ever becomes necessary.

Fencing next to the bicycle path has been much-discussed. In areas where fencing is used only to keep the bicyclist from rolling down a high fill slope, and not for access control, a fence shorter than six feet should be used. We recommend a 42-inch chain link fence with 36 inches of mesh about four inches up from the bottom and a rail on top.

The question of what to do with the existing topsoil stockpile and topsoil treatment on the project remains unanswered.

Fred Yarbrough has studied the soil settlement problem between Northeast Marine Drive and Northeast Marx, and has developed a profile of expected settlement, which varies according to the depth of compressible soils above the gravel layer. Due to a great deal of variation in the depth of the gravels, and other uncertainties, he indicates his estimated settlement is within 30 percent accuracy. About half of the settlement should take place initially, reaching final settlement in 18 months. The three feet of surcharge on top of the fill will later be scraped off and could possibly be used to flatten slopes or for contour grading. Mr. Yarbrough has also indicated heights of continuous fill slopes must be limited to 50 feet. The fill height at the south end of the "SW" structure exceeds 50 feet, but will not be a problem, as this slope is not continuous. Settlement will be measured by instruments, as indicated in letters from Frank Terpin to Walter Hart on July 14, 1976, and from Fred Yarbrough to J. H. Versteeg on March 11, 1977.

The busway will be graded and paved when warranted. In the interim this area should be landscaped. Consideration was given to treatment of future busway gore areas. We feel collapsible guardrail joining into concrete median barrier would be preferable to attenuators.

Maury Payne has reviewed our plans from a maintenance standpoint. His comments are: "Please flatten 2:1 fill slopes to 3:1 between the outfall sewer and the "N" Ramp." This looks okay if we have excess material. "Flatten fill slopes off the "L" line southbound between stations 138 and 143." This looks okay if again we have excess material. If it is done, then a piece of shoulder barrier could be eliminated.

PH/ldo

9063

I-205 626-1909

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: February 11, 1977

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Airport Interchange
I-205

At the request of the Federal Highway Administration, the distance between the gore points of the "SE" and "SW" ramps has been extended to 1000 feet. This necessitates widening of the Columbia Slough structures. Coast Guard permits were resubmitted just prior to this change and will therefore have to be redone again.

The right-of-way situation has been reviewed and the determination has been made to go to wall construction rather than acquire additional right-of-way. The main file considered was the Mink Oil Company. The previous taking was a condemnation and required relocation of the building. The right-of-way requirement without the wall would again take the building at an estimated cost of $90,000. Additional taking on another existing file and a new file would increase this amount to over $100,000.

Wall construction is estimated to cost $107,000. These facts together with the additional time loss in right-of-way acquisition confirms the wall construction decision. The wall will be included with the frontage road structure contract to avoid the delay on the Marine Drive-Morris Street project.

ldo

cc: [redacted]

Versteeg ✓
Olson
[illegible]
Scott
Swanson
Savage
Trout

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FEB 16 1977
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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 2, 1977

NOTED
H. S. COULTER

FROM: Don N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: East Portland Freeway
Multnomah County

TO: MEMO TO THE FILES

All interchange ramps on I-205 will be P.C.C. except the following:

Airport Interchange ramps, "N", "S", "WS", "SE" and "SW" west of the freeway.

N. Banfield Interchange ramp "EN".

DNS:az
cc: E. S. Hunter
H. S. Coulter
Walt Hart
R. N. Bothman
D. O. Christensen
F.H.W.A.
C. Gregg

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STATE HWY ENGR
FEB 4 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

METROPOLITAN SECTION, 5821 N.E. GLISAN, PORTLAND, OREGON 97213

January 21, 1977

Telephone 238-8226

BEBE RUCKER
Multnomah County
Department of Transportation
and Environmental Services
2115 Southeast Morrison Street
Portland, OR 97214

NOTED
E. S. HUNTER

Design of the east connection of the Airport Interchange of I-205 has been approved. This provides for extending the federal aid interstate funded project to the westerly boundary of the industrial development being pursued by Multnomah County.

The design provides for connecting Holman Street to Airport Way at the aforementioned property line.

The attached sketch indicates the above limits of the project.

ROBERT N. BOTHMAN
Ass't. State HighwayEngineer

ebg

attachment

cc: [redacted]
J. H. Versteeg

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STATE HWY ENGR
JAN 24 '77
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FOR
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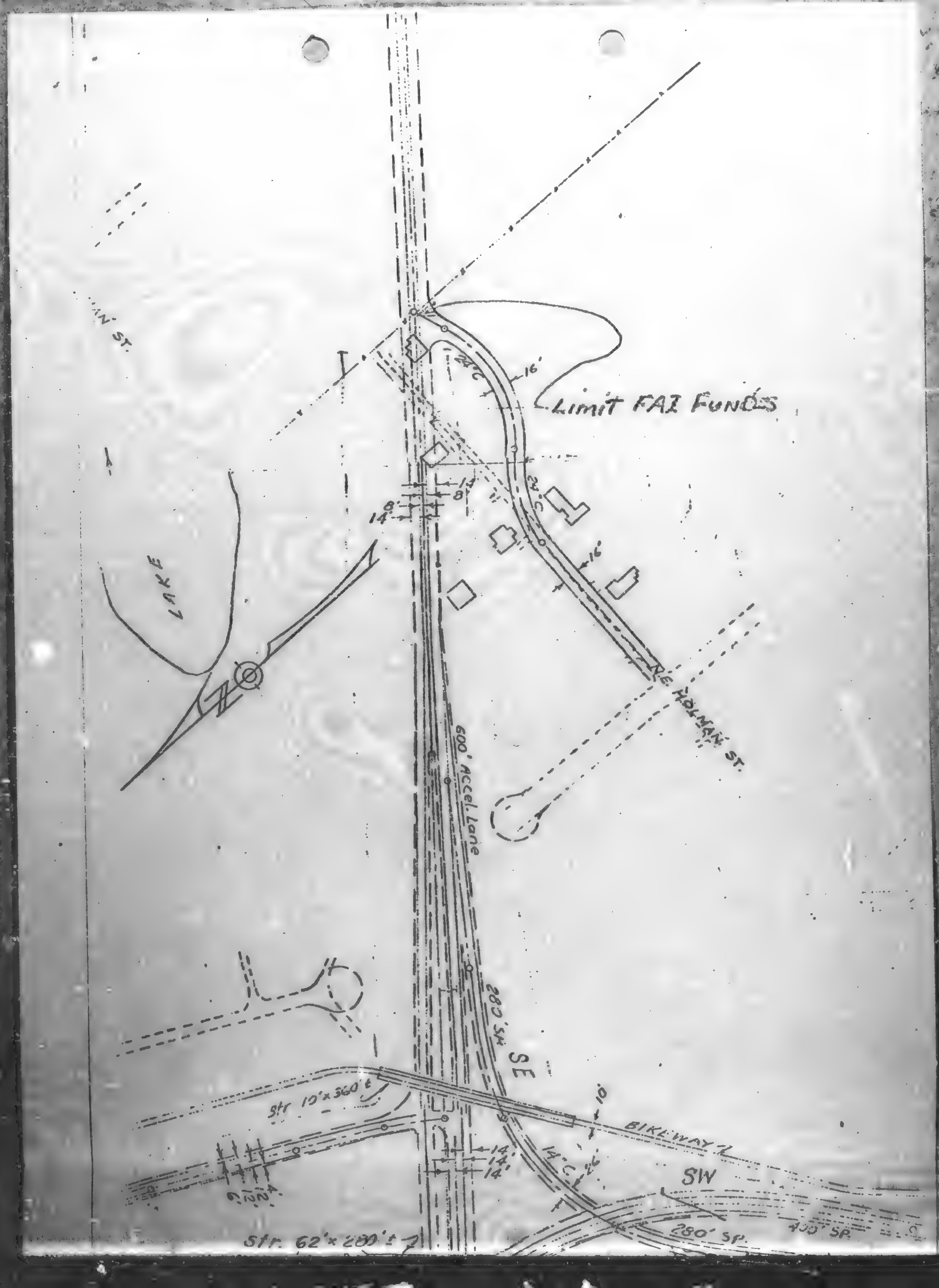
LIMIT FAI FUNDS
LAKE
600' Accel. Lane
280' SR.
SE
BIKEWAY
SW
Str. 62'x280'±
Str. 10'x360'±
400' SR.
280' SR.
RE HOLMAN ST.

LIMIT FAI FUNDS

LAKE

N.E. HOLMAN ST.

600' Accel. Lane

SE

SW

BIKEWAY

Str 10'x360'±

Str. 62'x280'±

Str. 94'x880'±

280' St.

400' SP.

Needed for
Construction

C. Var x 280'±

T.L. 12'x1205'±

102.56 P.C.S.

9102.99 P.T.

24'

16'

14'

8'

10'

135

140

1-205

9063

STATE OF OREGON

INTER-OFFICE MEMO

DATE: January 11, 1977

TO: A. D. OLSON
Road Design

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Airport Interchange
East Portland Freeway
Multnomah County

Under separate cover, the revision for the easterly connection of Airport Way was delivered to your office. This revision has been discussed with Cliff Christianson of the FHWA. He has verbally indicated his approval and will work for acceptance by his office.

The southerly end of the south channel structure has not been resolved at this writing. This decision should also be incorporated in the standard sheet.

} Hunter says to get ramps tightened up at S. end of structure. ADO.

Review of the revised standard sheet will be expedited upon its arrival at this office.

ldo

1 Versteeg
2 Olson
Christensen
Scott
Swenson
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81-125-1267

90630

I-205

Salem, Oregon
December 23, 1976

A. D. Olson
Preliminary Design Engineer

R. H. Bothman
Metropolitan Engineer

Airport Interchange
East Portland Freeway
Multnomah County

A proposed extension of Airport Road to the east was submitted to you for review and comment. This plan has now been discussed with Cliff Christianson, FHWA, to determine the limits of Interstate participation.

Normally FAI participation is terminated at the point where the connecting road is back to its normal section (at the end of the acceleration or deceleration lanes of the Interstate ramps). Since this occurs a short distance from Holman Street, Cliff agreed to support extending participation to the northerly right of way line of Holman Street.

As part of our agreement with Multnomah County it will be necessary to obtain assurances that the indicated access control limits be honored and that no access is allowed for approximately 500 feet from the end of the acceleration lane. This has been indicated as the minimum distance necessary to protect the integrity of the interchange when the area develops.

I would hope that the County obtains access to the roadway from the Holman Street area as part of their negotiations on the extension of this roadway east to 122nd Avenue. Such an access would have to be easterly of the access control indicated on the interchange layout sheet.

ADO:az
Attachment.

ME PE PR1 PR2 DE
O.S.A.D. - METRO
JAN 17 1977
OE FILE T/A

Vertrees ✓
Olson
Dec
Scott
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MATCH LINE

LAKE

14'
8'
14'

RE HOLMAN ST.

MATCH

LIN

LIN

240' SR SE

12th AVE.

3Fr. 10'x360'±

10'

BIKEWAY

12'C

SW

14'
14'
14'

24'

400' SR

240' SR

1'C

"N"

400'

2-20'

5Fr. 62'x230'±

MATCH LINE

LAKE

14'
8'
8'
14'

N.E. HOLMAN ST.

Limit FAI Funds

MATCH LINE

N.E. HOLMAN ST.

240' SP SE

Str. 10'x360'±

10'

BIKEWAY

14'
14'
14'

12'C

SW

24'

32'

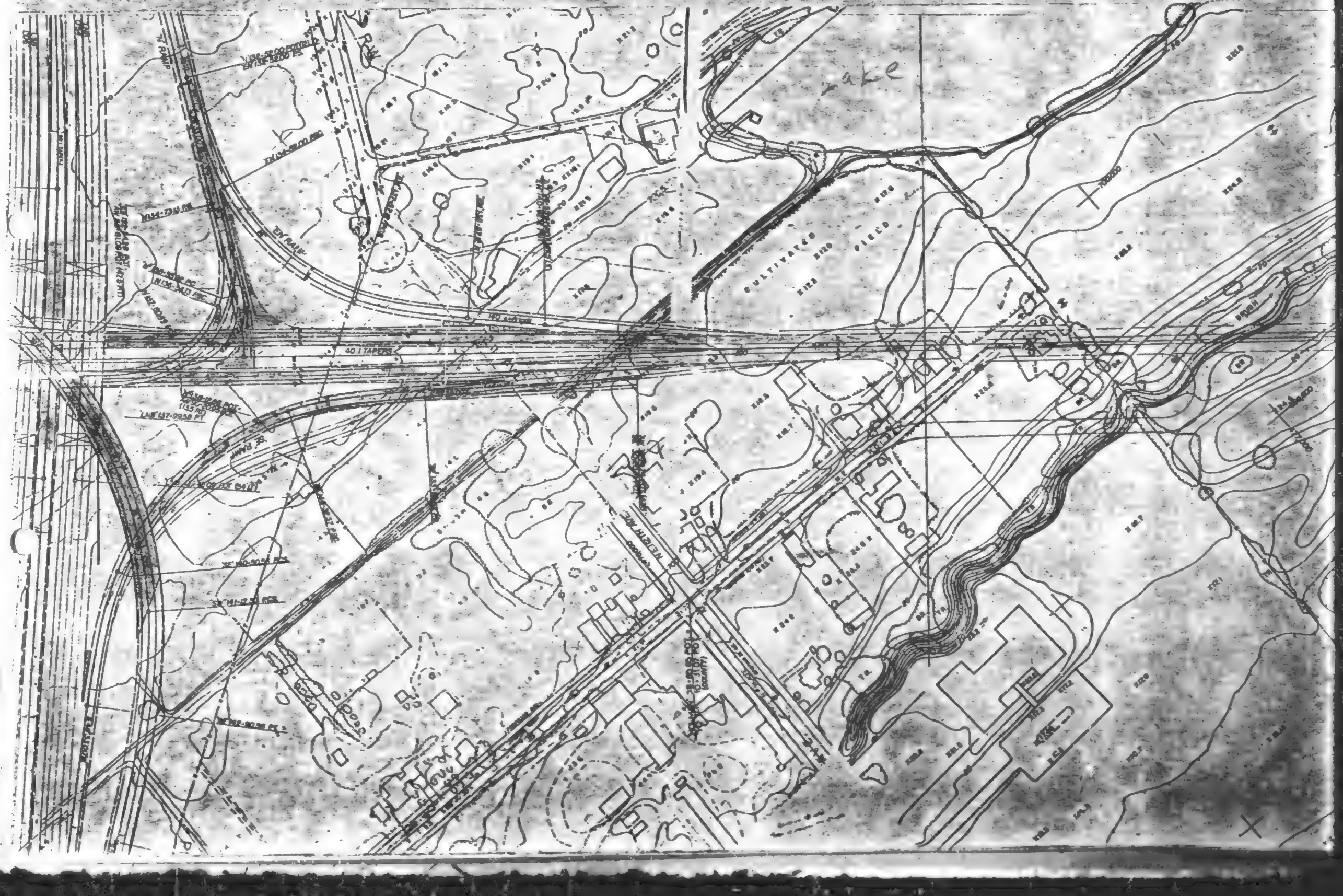
HWY

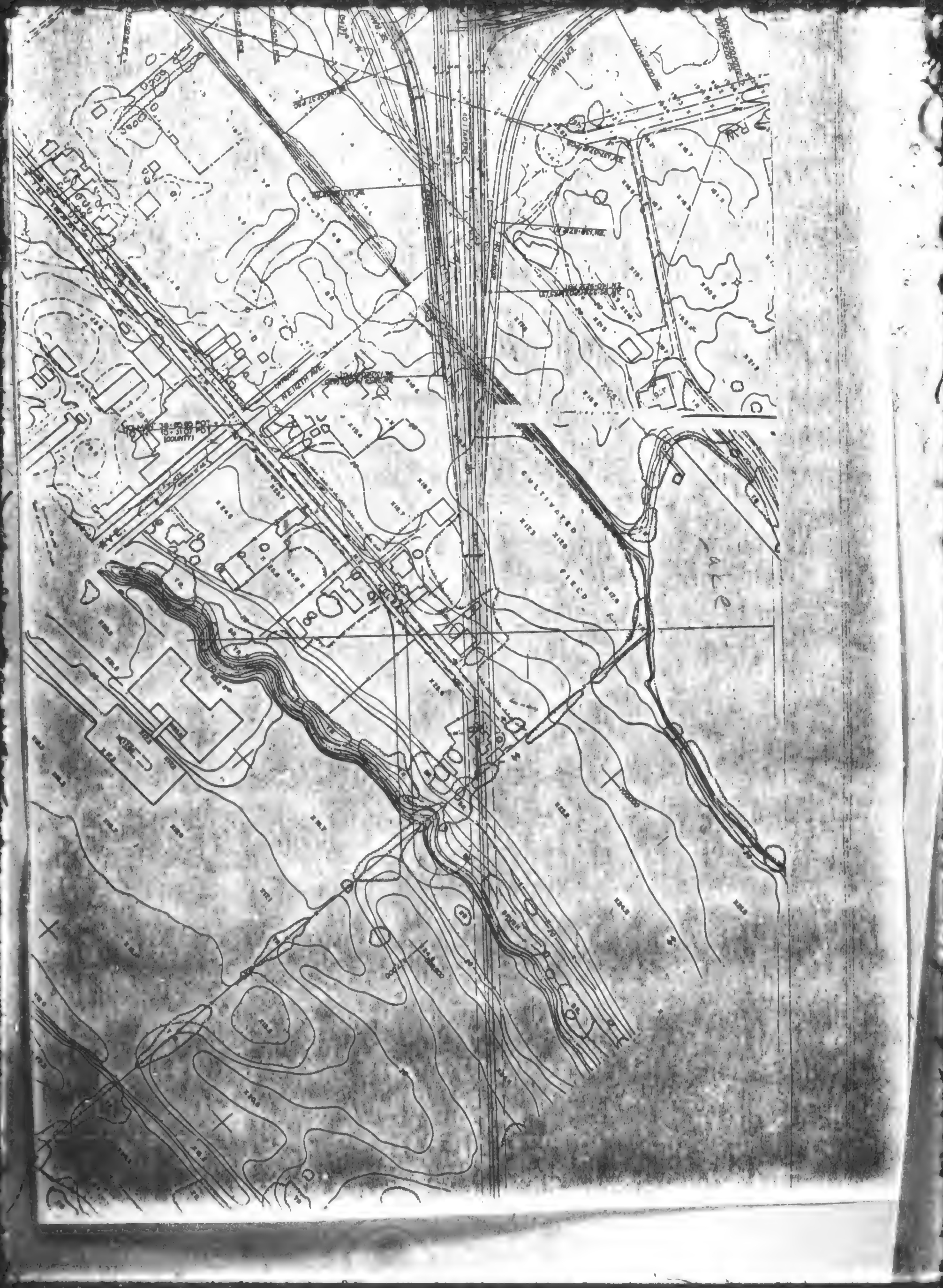
Str. 62'x280'±

240' SP

406' SP

1'C


Lake
CULTIVATED
FIELD
40 I TAPOS


40 LANES
MEREDITH AVE.
CULTIVATED FIELD
BRIDGE

9063

I-205

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE December 21, 1976

TO Robert T. Ewen
Regional Location Engineer

FROM John R. Oakes
Assistant R/W Engineer

1 Copy

Versteeg ✓
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Swenson
Savage
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SUBJECT File 46394 (L-6872) Nakayama
SE Division St.-SE Foster Road Unit
Columbia River-Pacific Highway Section
East Portland Freeway
Multnomah County

ME PE PR1 PR2 DE
O.S.H.D. - METRO
JAN 17 1977
OE FILE T/A

The issue of authorization for the costs of a sidewalk has arisen on this file.

In acquiring property to connect Shiller and Parde Streets after I-205 severs them, the property owner was shown and told by the negotiating agent the general details of construction within the taking. The general plan with certain specifics that directly affect the remaining property of the owner is essential for at least two reasons in a partial taking situation. First, any damages due as just compensation must be considered by the appraiser for the State. The second reason is to inform the owner of the situation so he can make an informed decision on his part as to the impact of the taking on his remaining property. To not fully and completely inform him of the material facts opens the way for fraud and misrepresentation charges, if not in court at least to all hearing the owner's experience in dealing with the State. Without any plans at all, only the worst can be assumed by the appraiser and owner.

Because of this, Right of Way always attempts to have available plans for the project as it affects a particular property. Such was done on this file. Apparently a paved street with curb and sidewalk was planned as the use for this taking. This plan was shown and explained to the owner. Although a negotiated option was not obtained, the case did settle prior to trial. Had it gone to trial, evidence of the plan (as it then existed at least) would have been introduced through the resident engineer. Regardless of the eventual form of acquisition, the whole situation is predicated on what is planned. The defendant owner in a trial should not have special privileges not accorded to any other owner in this respect.

This is not to say that the State cannot change its plan, or for that matter, change the use from what is initially installed. Whether the

owner must concur in any change depends on the situation. Here plans were changed. The owner was contacted and his concurrence was obtained. Then the plans changed again. As it now stands, the original plan is to be built with the exception of the sidewalk within the right of way in front of the owner's new home on the remainder. The owner asks that the sidewalk be built as originally presented to him in lieu of the changed plan in which he concurred.

In reliance on the plans for the connection street, the owner re-established his home on the remainder. The question now arises as to where authorization for the sidewalk should originate--in Design or Right Of Way. The question is moot. Authorization occurred by Design when the original plan was given to Right Of Way for its use in negotiating the file.

JRO:ALR:ha
cc: R. N. Bothman
J. H. Versteeg
L. C. Grothaus
A. D. Olson

7063

Form 81-734-3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC

December ~~15~~, 1976 30

FROM: WALTER J. HART
Bridge Engineer

SUBJECT: COLUMBIA RIVER SOUTH CHANNEL BRIDGE
(Airport Interchange)
Bridge 16188

TO: R. N. BOTHMAN
Metropolitan Engineer

Attention: K. D. Limbocker

Your letter of December 9, 1976 transmitted a sketch of a proposed revision to the ramp alignment at the south end of the South Channel Columbia River Bridge. This change was suggested by Road Design to avoid an attenuator at the gore.

We seem to be reenacting the same battle that the Bridge Section fought and lost a year and a half ago. An attempt was made during the preliminary planning for the structure to pull the ramp takeoff to the south. At that time we were advised that the ramp alignment was fixed by a future Port of Entry facility.

The presence of the ramps on the structure has a significant effect on its cost. This latest suggested revision would reduce the structure cost by $250,000 to $300,000. The physical cost of the attenuator is a minor item. The elimination of the gore on the structure has a real but indeterminate safety value.

The advantages gained by this latest suggested revision will be bought at a price. We are well into the design of the South Channel Crossing. The suggested revision will result in the loss of approximately 12 man months of productivity. The earliest letting date would also be set back. The letting date is not a critical control in this instance. Revision to the structure may also require amendment to the various permits required for its construction.

The immediate concern is that if serious consideration is being given to a ramp alignment revision that the decision be expedited. The total alignment at the Airport Interchange should also be reviewed. It will be highly impractical to make any further changes at a later date.

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NOTED
E. S. HUNTER
12-20

Bothman
Confer with Hart.
Changes should be minimized at this late date.
Ed

WJH/lms
cc: E. S. Hunter ← THIS COPY FOR
J. H. Versteeg

cy Hart
Versteeg

I-205

9063

Salem, Oregon
December 16, 1976

A. B. Olson
Preliminary Design Engineer

Airport Interchange
East Portland Freeway
Multnomah County

R. N. Bothman
Metropolitan Engineer

Attached are 3 prints of the preliminary layout sheet on the subject interchange.

This depicts the latest revised southbound off-ramp and incorporates the connections necessary for the easterly extension of Airport Way. Note that we have extended access control easterly along proposed Airport Way 600 feet from the end of the northbound off-ramp acceleration lane. This is necessary because of the possible future 4-laning of Airport Way in this area which will require the 600 feet for traffic to weave for various moves at the first permitted access. Normally Interstate participation would stop at the end of the acceleration lane.

Agreement with the County would be necessary to insure the proposed access control is honored.

Your comments and suggestions are requested.

DNS:az

1 Vernooy
2 Olson
Crew
Scott
Swenson
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O.S.H.D. - METRO
JAN 17 1977
OE FILE T/A

9063 O

I-205

Salem, Oregon
December 14, 1976

Don N. Stoudenmayer
Preliminary Design Supervisor

Airport Interchange
East Portland Freeway
Multnomah County

Walt Hart
Bridge Section

Metro has developed a revised southbound off-ramp at the subject interchange which will be less expensive than the former design and will also eliminate the need for attenuators in the gore area.

This revision, a copy of which is attached, has our full support and unless you have objections to this change that are not obvious to us, the plans should be revised accordingly.

DNS:as
cc: R. H. Bothman

Verstoeg ✓
Olson
Scott
Swenson
Savage
Trout

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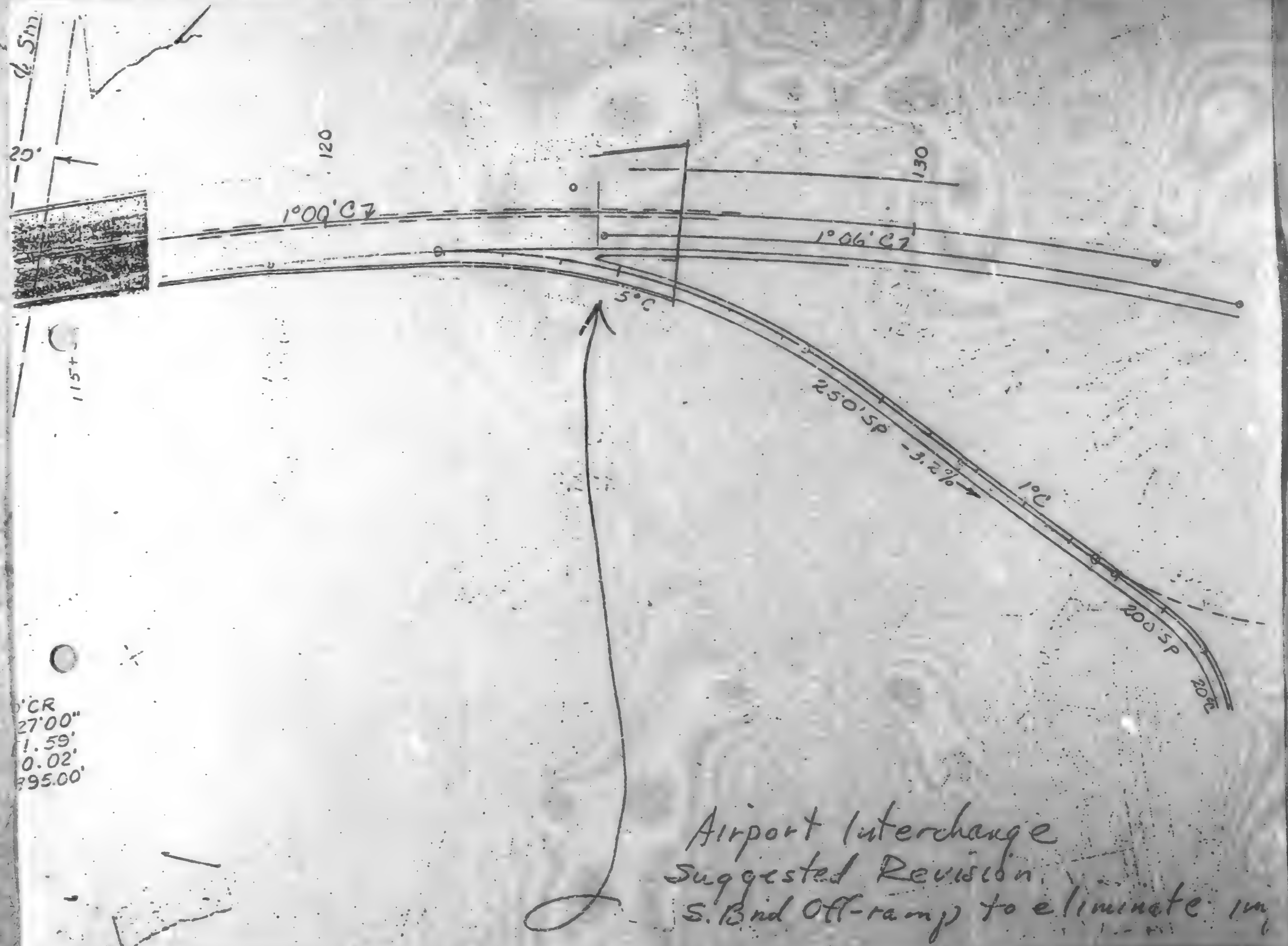

Airport Interchange
Suggested Revision
S. Bnd Off-ramp to eliminate im

9063

I-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

December 9, 1976

FILE: 626-1909

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Airport Interchange
I-205

TO: JERRY BACKSTRAND
Bridge Design Section

Herewith one print of a sketch map and coordinates for a change at the south end of the South Channel Structure over the Columbia River.

This change was suggested by Road Design, Salem, to avoid an attenuator located at the gore of the main line and the "S" and "SEB" Lines. I have vague recollection of this being proposed previously and being rejected for some reason, but I cannot recall the details. Please incorporate in to the design if there are no problems.

Also, for your information, is a cross section of the Outfall Flume. This flume will have to be on structure through the area of the easterly extension of Airport Way. The bike path is also to be located on the flume with adequate strength requirements to accommodate light maintenance vehicles.

ldo

Attachments

cc: [redacted]

Copy to Rien w/cond.
ASQ.

Vaagteeg
Olson ASQ
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
DEC 10 1976
ROAD DESIGN SECTION

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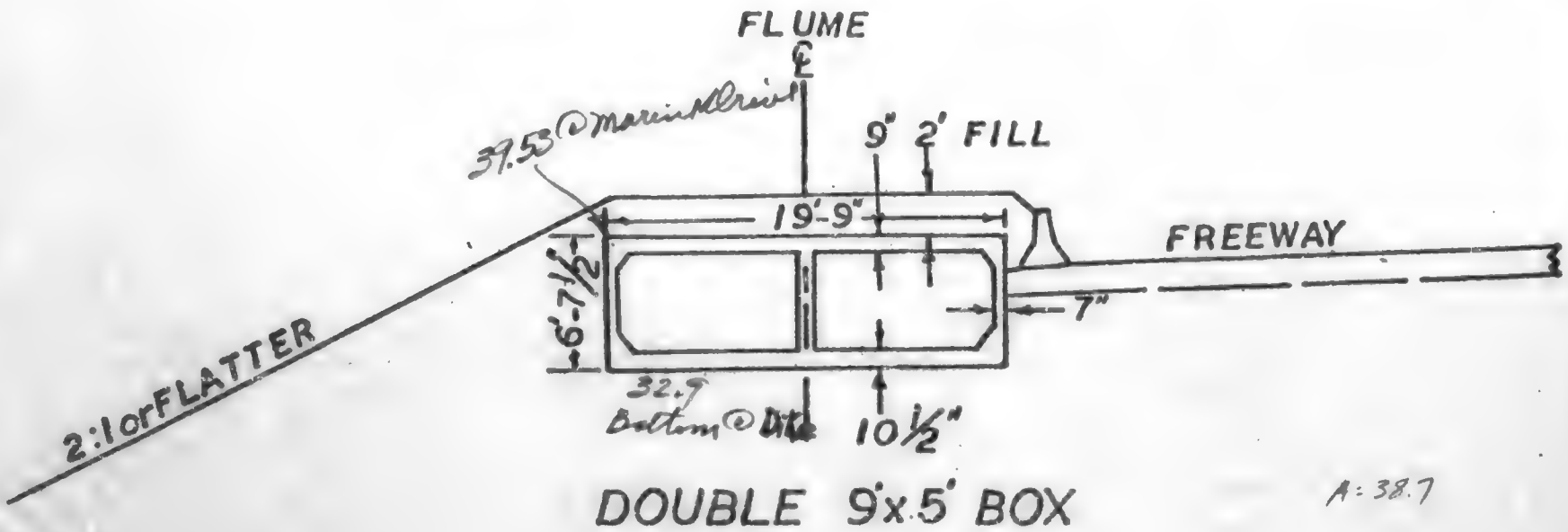

DOUBLE 9'x5' BOX

A=38.7

FLOW DEPTH AT 470 CFS = 4.3'
SLOPE = .00131
FULL FLOW FRICTION = .00146
N = .015

I-205 OUTFALL FLUME TYPICAL

$V = \frac{1.486}{.015} \times R^{2/3} \times S^{1/2} = 6.183$

99.0666 × 1.691 × .03619 =

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$R^{2/3}$ = 1.691

9
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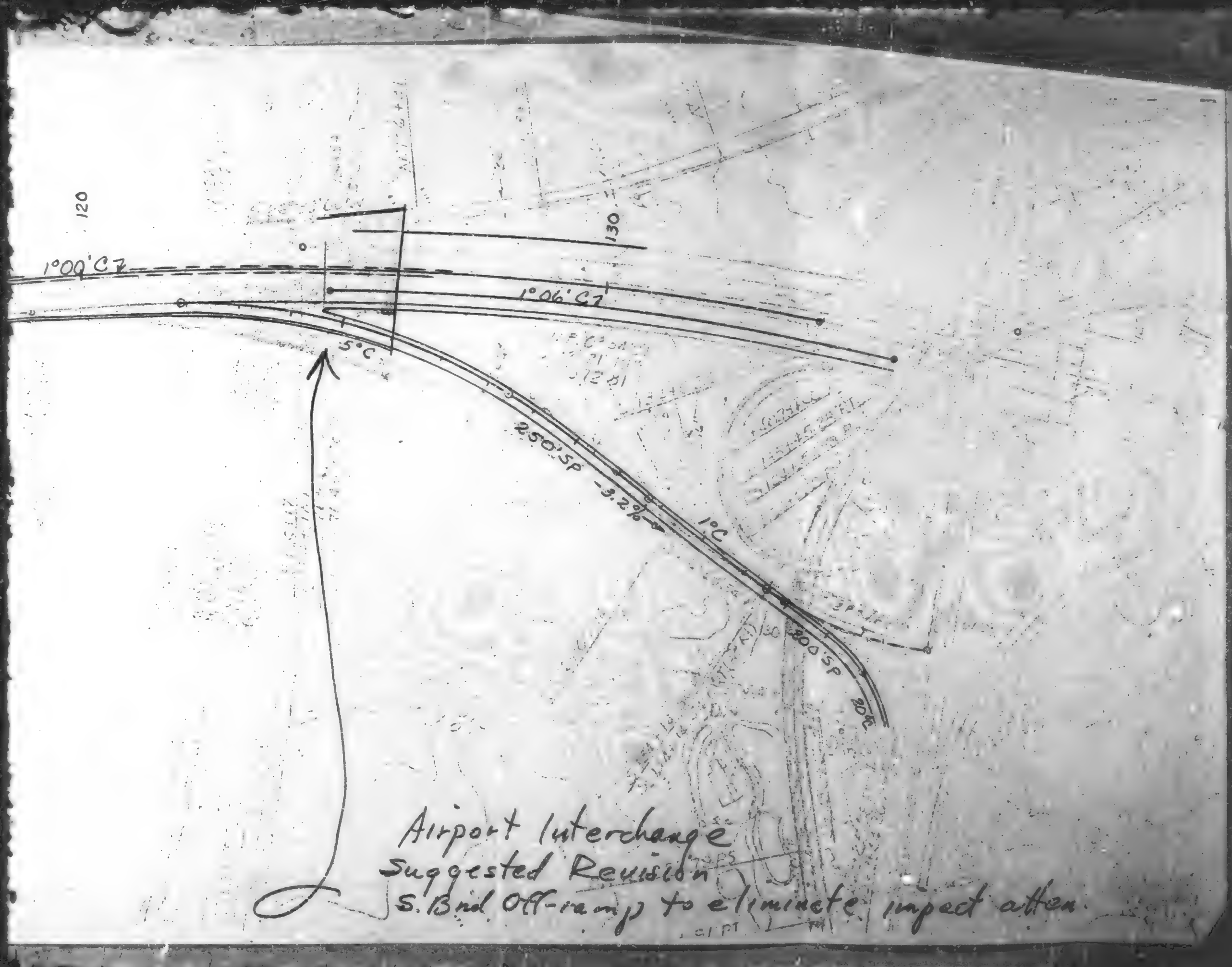
Airport Interchange
Suggested Revision
S. Bnd. Off-ramp to eliminate impact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Airport Interchange
Suggested Revision
S. Bnd Off-ramp to eliminate impact atten.

9063

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

November 23, 1976

FILE: 626-1909

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Easterly Extension
Airport Way
I-205

TO: J. H. VERSTEEG
Road Design Engineer

Herewith 1 print of the Airport Interchange showing the easterly extension and the work required to make it functional.

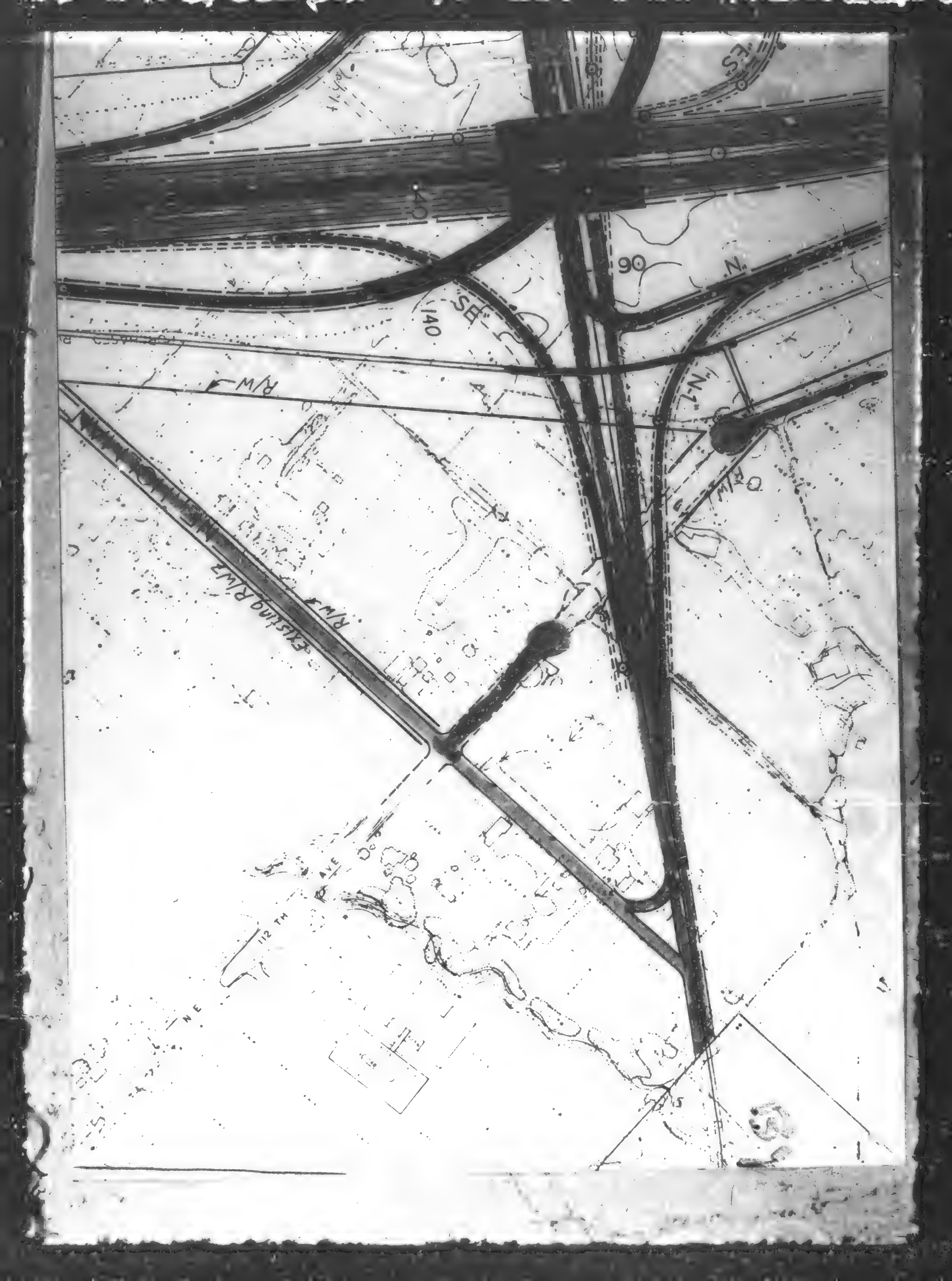
The easterly extension as proposed by the county is a 3-lane section, 2 directional lanes, and 1 continuous left-turn lane extending easterly to N.E. 122nd Avenue. The extension would sever N.E. 112th Avenue, necessitating cul-de-sac closures. As a replacement for N.E. 112th, N.E. Holman would be extended easterly approximately 600 feet to an intersection with Airport Way, providing adequate northerly access to the area between Airport Way and Columbia Slough.

The "ES" Loop connection would not be constructed initially, however, provisions for installation at a later date will be made. In lieu of the Loop "ES" line, a left-turn connection with the "WS" line will be provided. A signal would be required at the intersection of the "SEB" line and Airport Way.

Please review this design and check with FHWA regarding limits of Interstate funding.

ldo

Attachment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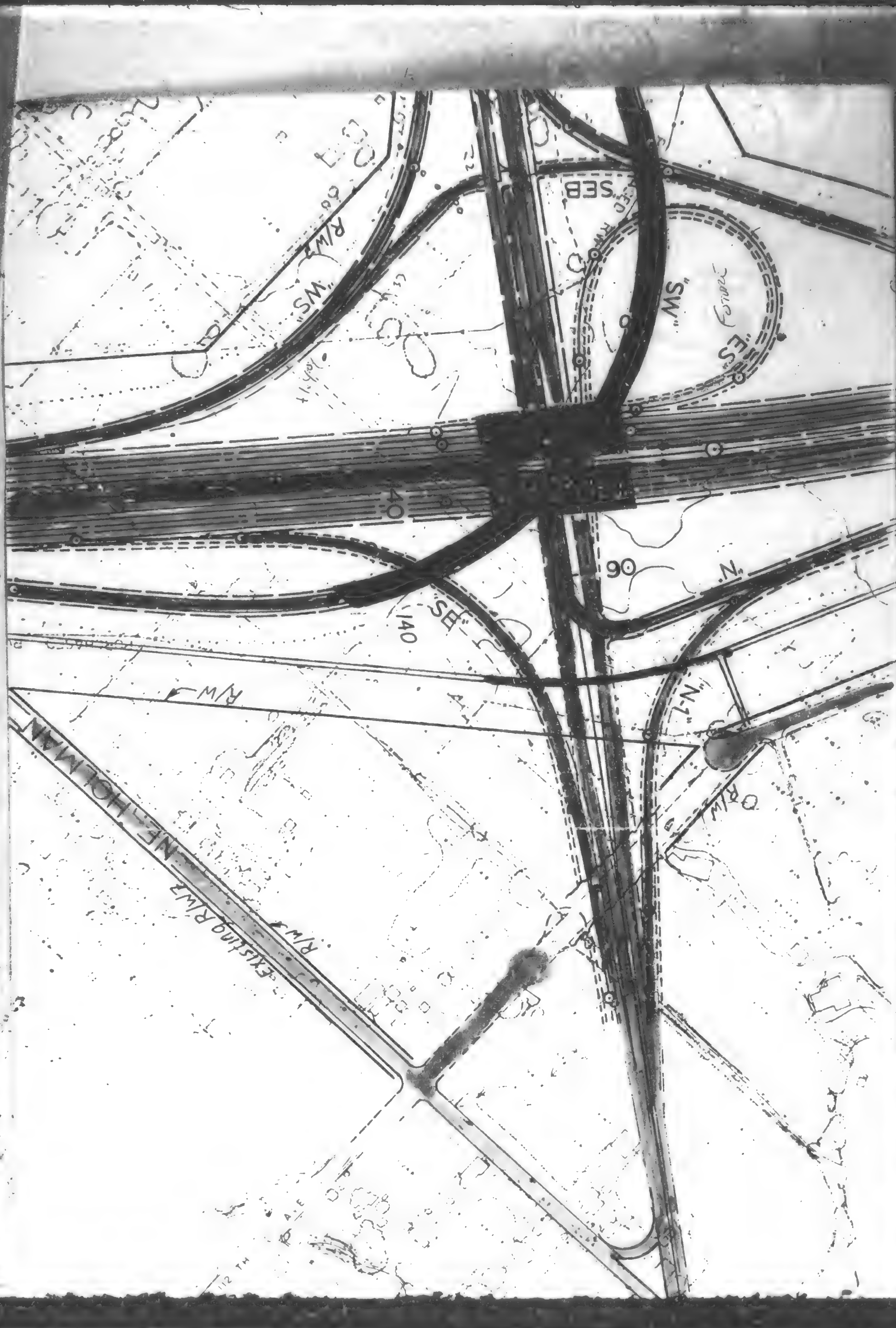
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NE HOLMAN

9063

Salem, Oregon
November 10, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

I-205 Easterly Extension
Airport Road

R. N. Bothman
Assistant State Highway Engineer

Mr. Limbocker's memo of November 1, 1976, states in part: "This will leave a section of road between interstate participation and the developer's roadway which will require funding. A commitment to this connection must be made to enable federal approval of the easterly interchange connection."

It seems that this funding commitment should be generated by Multnomah County in cooperation with the land developer, the Port of Portland or other funds available to Multnomah County. If there is anything that this office should be doing concerning the Airport Road Extension, please advise.

JHV:jh

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

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NOV 10 1976
ROAD DESIGN SECTION

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Other

B/U 11/15/76

FORM 8:-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

November 1, 1976

FILE: 626-1909

330

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: I-205
Easterly Extension
Airport Road

TO: MEMO TO THE FILE

Bob Bothman, Bob Ewen and I met with Bebe Rucker, Multnomah County, and the developers of an industrial tract easterly of I-205.

The proposed development lies in the path of the easterly extensions of I-205. As a condition of county approval, the roadway will be built by the developer through his property, connecting to N.E. 122nd Avenue at the easterly end. The proposed section is a 44-foot roadbed (3 lanes) on a 60-foot right-of-way with adequate setback provisions to allow for a 100-foot right-of-way, if required, in the future.

The alignment as proposed is compatible with the interchange design. ~~Downscoping of the east oriented legs has been requested by FHWA.~~ This will leave a section of road between interstate participation and the developers roadway which will require funding. A commitment to this connection must be made to enable federal approval of the easterly interchange connection.

The status of N.E. Lombard Street and N.E. 112th Avenue were discussed but not resolved due to the lack of a firm plan to date. The county will contact the Port of Portland regarding the status of Lombard Street in their future expansion plan.

The Metro design office will work up a revised design for the "NE" Line and discuss with Salem and the FHWA. This will determine the amount of uncommitted roadway to be financed by funds other than interstate. Said design will also help define the status of N.E. 112th Avenue.

Another meeting will be called when the above data is completed.

ldo

Versteeg
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Christensen
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Bring Up /__/__
Other

~~PE PR1 PR2 DE~~
O.S.H.D. = METRO

NOV 2 1976

FILE J/A

cc Coulter
Hunter
Versteeg

Realtors

Paul F. Breuer

Bullier & Bullier
707 S.W. Washington St.
Portland, Oregon 97205
(503) 223-3123

W. C. SIVERS
PRESIDENT

W. C. SIVERS CO.
ENGINEERS & CONTRACTORS
232-4157 • 5000 SE 25TH. PORTLAND, OREG. 97202

9063

OREGON STATE HIGHWAY DIVISION

May 12, 1976

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

MARTIN CRAMTON, Director
Planning and Development
Multnomah County
2115 Southeast Morrison Street
Portland, OR 97214

The construction of the easterly half of airport interchange with I-205 is contingent upon Multnomah County's providing a connection from I-205 to 122nd Avenue.

The design of the I-205 airport interchange extends about 1000 feet easterly of 112th Avenue.

In order to schedule construction of the easterly half of the airport interchange, it is necessary that Multnomah County: (1) take action to establish a connection to 122nd Avenue, (2) establish the location of the connection to 122nd Avenue, (3) establish the typical section for the connection, and (4) provide a construction schedule for the connection to 122nd Avenue.

The completion of the interchange would be scheduled to coincide with the county's schedule.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: Ken Gervais
Oliver Domreis
bcc: [redacted]

RECEIVED
STATE HWY ENGR
MAY 13 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

906

FORM 81 215 1-70

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
February 13, 1976

FILE:

FROM: R. T. EWEN
Project Development Engineer

SUBJECT: PORT OF PORTLAND - AIRPORT WAY

TO: MEMO TO THE FILE

NOTED
E. S. HUNTER

I received a call this date from Ken Johnson of the Port of Portland, relative to my request for information about Airport Way and possible connections to Marine Drive. Our request for additional information was made at our T.A.C. meeting.

Question #1. Will there be a connection, via N.F. Lombard, from Marine Drive to Airport Way?

Johnson advised that as of this date it is a decision of the Port and the County that a connection will not be made in the forementioned area.

The Port development plans will encompass at least a two year development period from which access to all local streets and roads will be determined.

Question #2. Relative to when Airport Way will be constructed.

Mr. Johnson requests that a meeting be held February 25 with the Highway Division and the Port to further develop an answer to this question.

The date is tentative and is based upon confirmation from all those attending. In our case, I suggested Robert Bothman, Gary Potter, Bob Ewen, Don Harwell, and C. T. Christianson, F.H.W.A., be in attendance.

I will confirm the date of this meeting as soon as possible.

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
FEB 17 '76
REFER TO
9SH
FOR
Info | Inves | R/D | D/R | Sign | Act | File

pq

cc F. B. Klaboe ✓

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

February 10, 1976

Mr. Albert R. Bullier, Sr.
Bullier & Bullier
707 S. W. Washington St.
Portland, OR 97205

Dear Al:

Your December 4 letter to me in regard to the Airport Interchange on I-205 was acknowledged by Mr. Robert Bothman, Assistant State Highway Engineer in Portland, who is responsible for this project.

Since that time, there have been further discussions with local transportation interests and with Multnomah County officials. Our current plans now show future connections to the east.

The roadway west of Airport Interchange is to be provided by the Port of Portland. The roadway east is to be provided by Multnomah County. In each instance, the connections will be made when a usable section of connecting roadway is available. The Port has indicated that their portion will be ready concurrently with Airport Interchange so our plans show that facility. We have had no indication when the County might construct their portion.

Your interest and concern for the transportation problems in this area is appreciated. If you would like more detailed information, please contact Mr. Bothman at our Metro Office in Portland, telephone 238-8226, or contact me directly.

Sincerely,

George H. Baldwin
Director of Transportation

ADO:az fn

bc F. B. Klaboe
J. H. Versteeg
R. N. Bothman

RECEIVED
HIGHWAY ENGR
FEB 10 '76
REFER TO
FYI
Dist. | Maint. | Proj. | Dsgn. | Spec. | Acct. | File

OREGON STATE
HIGHWAY DIVISION

December 11, 1975

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

ALBERT R. BULLIER, SR.
Bullier & Bullier
707 Southwest Washington Street
Portland, OR 97205

Your response and comments to the proposed I-205 design, and specifically the interchange at Marine Drive, is appreciated.

At this time the interchange at the airport to serve Marine Drive provides access only in the westerly direction into the airport. However, the interchange has been so designed as to accommodate a connection to the east.

The latest proposal, which is now only an alternative, does not include access to the east, at the request of Multnomah County.

That proposal is one of the alternatives to be considered at a hearing scheduled for the spring of 1976, when a decision will be made. I will see that your comments are introduced as a part of the consideration by the state, as well as by Multnomah County.

ebg

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: Mel Gordon
F. B. Klaboe

RECEIVED
STATE HWY ENG
DEC 12'75
REFER TO
FOR

SALE, MANAGEMENT, APPRAISAL AND LEASING OF COMMERCIAL AND INDUSTRIAL PROPERTY

BB BULLIER & BULLIER

707 S. W. WASHINGTON ST
PORTLAND, OREGON 97205
(503) 223-3123

DEC 8 '75
REFER TO
Dunlap
FOR
Info | Inves | R/D | D/R | Sign | Act | File

December 4, 1975

Mr. George Baldwin
Transportation Commission
State Highway Department
Salem, Oregon 97310

Dear George:

I am writing to set forth my thoughts on the recently proposed interchange alterations to the Interstate 205 plan. I am especially unhappy about the removal from the original proposal dated February, 1975, of the eastward connection from Interstate 205 to Marine Drive. From my vantage point, it would appear that this change is a whimsical and short-sighted decision, the effects of which will surely be regretted in the future.

As a Portland realtor with 50 years of experience, I believe my understanding of the needs of the "South Shore" area is reasonably good. The eastward connection of I-205 with Marine Drive is, in my view, absolutely essential for the following reasons:

1. The immediate area east of the I-205 right-of-way south of the Columbia River is a logical and expanding industrial area. As such, it requires the best and most convenient highway access that we are able to provide.

2. Because portions of this industrial area are already well-developed, their employee and truck traffic presently adds to the congestion on Sandy Boulevard and at the Interstate connections at 102nd and 122nd Avenues. Thus, the I-205 connection at Marine Drive will have the effect of re-routing this traffic away from already heavily traveled and congested commercial areas and provide immediate access to the Interstate system.

3. Employees working in this area traveling from north and south, east and west, will find the Marine Drive exit to be a much more convenient method of getting to and from work. Since one of the stated goals of this highway is to ease employee travel to and from jobs, this access will make their connection much more direct, and eliminate the existing congestion referred to above.

4. In my opinion, this area of the Portland metropolitan area is an attractive industrial area with reasonably good highway connections presently, and important close proximity to the Portland International Airport. The "South Shore" area has few, if any, alternative land uses. As such, it deserves and requires immediate and direct access to the Interstate highway system.

Individual or Firm Memberships in: Portland Board of Realtors • Society of Industrial Realtors • Eugene Board of Realtors • Realtors National Marketing Institute • Urban Land Institute • Building Owners & Managers Association International • National Association of Realtors • Oregon Association of Realtors

The elimination of this connection will not stop the industrial growth of the area but will harm its efficiency and greatly increase the eventual cost of installing the connection at a future time when the demand becomes overwhelming.

As an official whose opinions and ideas can influence the I-205 plan, I call upon you to re-examine the logic and reasoning behind the removal of this important interchange. I believe that, on closer examination, you will arrive at the same conclusion I have: That the Marine Drive interchange is essential; and as such, it should be planned for and constructed at this time.

I will appreciate your consideration of this point of view.

Very truly yours,

BULLIER & BULLIER

Albert R. Bullier, Sr.

ARB, Sr/ske

RECEIVED
DEC 8 1975
OFFICE
DIRECTOR of TRANSPORTATION

File Brs. 13507 A and B

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 20, 1975

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator of Highways

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Airport Interchange
East Portland Fwy.
Multnomah Co.

In studying the suggestions made by your Washington office on the Airport Interchange structures, we have the following change and suggestion.

We have reduced the total span length on the Airport Way Overcrossing bridges by 24 feet by turning the wingwalls on the abutments away from the spans as suggested. This resulted in an estimated total cost reduction for the two structures of $107,000.

To determine the best location and number of joints on the "SW" overcrossing of Airport Way structure will require detailed final design. We feel we can best work out this joint problem during the final design stage.

Foundation information currently available indicates there may be some settlement problems which may alter the abutment details. More field foundation tests and drill holes are to be made before final design is determined.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

RECEIVED
MAY 20 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JGB/ag
cc E. S. Hunter
L. W. Rutten
V. E. Skoog

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

9063

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-205-7(2)303
Airport Interchange Structures
#13507, A & B

DATE: May 6, 1975

In reply refer to: 1041BR.1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER
CC Hunt
Please comment
ESH
5-9-75

Preliminary plans for this project have now been reviewed by our Washington office. They have made two suggestions which you may wish to consider.

The first involves the Airport Way Overcrossing bridge length. It is suggested that the wingwalls on the abutments be turned away from the spans which would reduce the span lengths by 10 to 12 feet.

The second comment refers to the location and number of joints in the "SW" structure. It is suggested that the structure be divided into three sections with joints 30 feet from Bents 3 and 6 in Spans 3 and 5. You may wish to study this proposal in some depth because of the problems you have had with superstructure shortening, and because of the problems with tensioning around the curve.

May we have your comments on these two items?

for G. L. Green

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STATE HWY ENGR
MAY 7'75
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FOR
Info | Invest | R/W | D/R | Sign | Art | File

RECEIVED
MAY 8 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

906

Bridges 13507, A & B

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

March ~~17~~ 18, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Airport Interchange
East Portland Freeway
Multnomah County
Bridge 13507, A and B

Enclosed are five prints each of drawings 28669, 28677, 28678, 28534 and 28535, which are the preliminary plan and elevation, and vicinity maps for the subject project. Also included are five prints of the interchange sheet. The final foundation recommendations and an architectural sketch will be forwarded when the become available.

Prestressed Bulb-T beams are used for the Airport Way Overcrossing. As submitted earlier, post-tensioned concrete box girders are used for both the "SW" Overcrossing of Airport Way and the flumes.

Since the Port of Entry proposal is tabled for the present because of no funds, no extra lane on the on the southbound structure is being considered at this time.

This is being resubmitted for your approval and for forwarding to your Region office.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

3-18-75
Walt
Port of Entry
case to left
yesterday.
Elsie Vincent

RECEIVED
MAR 1 8 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JGB:dh
Enclosures

cc E. S. Hunter
V. E. Skoog
L. W. Rutien

File Svc. 13507, A & B

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FEB 26 '75
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FOR
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Form FHWA 321 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 21, 1975

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-205-7(2)
Airport Interchange - Stas. #13507 A & B
Preliminary Bridge Plans

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klabae, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's October 24, 1974, and January 28, 1975, memos transmitted preliminary plan data for these structures. In making up the assembly for transmittal to our Region office, several points have developed that need further consideration.

It is now apparent that there may be a Port of Entry station in the northwest quadrant of the interchange. If this is built will it necessitate an extra lane on the southbound structure? We feel that it is necessary to hold up on submitting these plans until this question is resolved.

Included in the original submission were drawings 28534 and 35 which are the vicinity maps for the interchange. There is a conflict between these and the bridge drawings regarding the roadway cross-sections for both the mainline and SW ramp. To complete our submission we would also like five copies of the approved interchange layout.

Since our letter of January 13 we have resolved the problem of costs of the structures. We cannot, however, recommend the use of box girder structures on the mainline when they cost 28 percent more than Bulb-T structures would cost. This is too much to spend for aesthetics. We would like you to check your cost figures on these estimates.

For G. L. Green

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STATE HWY ENGR
FEB 24 '75
REFER to Hunter
FOR
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2-25-75
Need Reply - Cost
of Existing Exhibit.
for Hunter
EJW

RECEIVED
FEB 25 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. J. WEBSTER

RECEIVED
FEB 27 1975
BRIDGE DIVISION

NOTED
L. L. WALLACE

9063

Bridges 13507, A and B

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 28, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Airport Interchange
East Portland Freeway
Multnomah County
Bridges 13507, A and B

The October 24, 1974 preliminary submittal of the subject interchange did not contain a foundation report. The foundation recommendations for this structure are not finalized at this time. When a report with recommendations is available, it will be forwarded.

There was some confusion in the cost estimates for the structures in the interchange. This matter has been discussed with Mr. Pillsbury and has been resolved.

The Airport Interchange structures are considered of prime architectural importance from the motorist standpoint as they are the first interchange encountered either entering from the State of Washington or from the Portland International Airport. For this reason the more esthetically pleasing post-tensioned concrete box girders are preferred over the less expensive precast, prestressed girders.

The roadway width on the southwest ramp has been reviewed and will be changed from 42 feet to 34 feet.

The hydraulic design details of the storm sewer system, including the flume sections, will be submitted to you by the Preliminary Design Unit of the Road Design Section when it becomes available.

RECEIVED
JAN 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

If you concur with these modifications to our original submittal, please advise us and we will furnish the sets of prints required for forwarding to your regional office.

Very truly yours,

Walter J. Hart
Bridge Engineer

WJH:dh

cc E. S. Hunter

9063

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 16, 1975

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-205-7(2)
Airport Interchange - #13507 A & B
Preliminary Bridge Plans

FROM: for G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's October 24, 1974 letter transmitted preliminary bridge plans for the Airport Interchange structures. No foundation data was furnished with the submission.

It appears that there is some kind of a mix-up in the estimate for these structures. One bridge is shown to be quite costly, per square foot, while the other is quite inexpensive. We would like you to review this and send us copies of the detailed estimates for all the alternates.

Based on the submission we have no objection to the use of a box girder structure on the main line. This is in line with our policy of providing room for utilities.

We are concerned, however, with your selection of a box girder section for the SW ramp. According to your estimates the CBG alternate is $360,000 more expensive than the prestressed girder alternate. Prestressed girders would be just as safe and practical as the CBG. We must ask that you reconsider your choice on this decision.

In addition we must take exception to the width of the SW ramp. The approved interchange layout sheet shows a two-lane, 42-foot ramp. The traffic is 910 DHV and the only justification for a two-lane ramp is the length of the structure. We have reconsidered our approval of the width and now will only approve a width of 34 foot for this structure.

We can not comment on the flume section at this time, but would like hydraulic design details when they become available.

1-22-75
Walt Hart
Can handle
EHH

RECEIVED
JAN 20 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

L. E. JOHNS
1-23-75
ORIGINAL TO
Walt Hart
to handle.

RECEIVED
STATE HWY ENGR
JAN 17 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign

This submission exceeds one million dollars and will have to be forwarded to our Regional office. We will need five sets of the submission for transmittal. We will also need the foundation report to send ahead.

G. L. Green

cc:
OSHD (W. Hart)

9012

File: Brs. 13507 A & B

E S Hunter

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 24, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

RECEIVED
OCT 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

Airport Interchange
East Portland Freeway
Multnomah Co.

Enclosed are two prints each of drawings numbers 28669, 28667, 28678, 28534, and 28535 which are the preliminary plan and elevation, bent elevation, and vicinity maps for the subject project. The Foundation Recommendations and an architectural sketch will be forwarded when they become available.

The Airport Way structures carry four lanes of East Portland Freeway traffic northbound and four lanes southbound plus an acceleration lane southbound across four lanes of Airport Way traffic plus a turning lane and an on-ramp lane. Two box flumes carry the storm sewer flow across Airport Way, these being located in the median between the north and southbound structures. The "SW" overcrossing structure carries two lanes from the northbound I-205 over Airport Way and I-205 onto westbound Airport Way.

Post-tensioned concrete box girders are used for the flumes. This provides a structure subject to minimal cracking to carry the storm water. Post-tensioned concrete box girders are used for the "SW" overcrossing because of the long spans and curvature required. Curved steel girders were considered but are of higher cost. Post-tensioned concrete box girders are used for the Airport Way Overcrossing for architectural considerations. Prestressed Bulb-T beams were considered but do not provide the appearance desired. These bridges will be structurally sound and require little maintenance.

The estimated cost of the structures, based on approximate quantities and including an allowance for engineering and contingencies, are as follows:

	Post-tensioned C B G	Alternate
"SW" Overcrossing 13507B	3,047,000	4,044,000 (Steel Girder)
Airport Way Overcrossing 13507 & A	1,640,000	1,280,000 (Bulb-T)
Storm Sewer Flume	280,000	--------

Preliminary foundation information indicates the use of displacement piling. Prestressed concrete piling are being considered for this reason. This is being submitted to you as a preliminary proposal for your approval.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

JEB/dh/ag
Enclosures

cc E. S. Hunter
L. W. Rullen
V. E. Skoog

·906·

May 3, 1974

Port of Portland

K. B. Limbocker
Metro Design Engineer
Oregon State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

PORTLAND INTERNATIONAL AIRPORT - I-205/FUTURE AIRPORT WAY INTERCHANGE

The plan which you submitted delineating the proposed I-205/future Airport Way interchange has been reviewed and appears to be compatible with current plans for airport development and/or operation.

It is our understanding that the centerline intersection of the proposed freeway and the airport access road is located at freeway station 137+00±. The above comment is predicated on that location.

Your continuing coordination efforts in this project are appreciated.

I. James Church
Director, Aviation

NOTED
E. S. HUNTER

cc Hunter
Verstteeg

...es also in Tokyo,
Chicago, Washington, D.C.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 28, 1973

TO R. N. Bothman, Metropolitan Engineer

FROM A. D. Olson, Preliminary Design Engineer

SUBJECT Airport Way Interchange
Columbia River-Sandy Blvd. Section
East Portland Freeway (I-205)
Multnomah County

Enclosed is a sketch map showing the Airport Way Interchange relocated to fit the alignment for Airport Way which you discussed with the County and Port. We are in the process of revising the design and profiles to fit this and the extension of the Columbia River Bridge southerly to Marine Drive.

Our design of the interchange was done originally based on traffic projections from the Port which called for four lanes each way on Airport Way between the airport and I-205, with two lane ramps to and from the south on I-205. Unless their projected development has been revised materially, another route or mode planned to serve the Port, or a combination of the three, it would appear that the Port's tentative section of two lanes each way with provision for three each way in the future would not be realistic.

Unless advised to the contrary we are planning to duplicate the lanes on our original plan, using four lanes each way, a 16' median and 10' shoulders at the west limit of the interchange and two lanes each way, a 16' median and 10' shoulders at the east limit of the interchange. This will match Multnomah County's original typical section to the east but will require the Port to transition from our 16' median to their 19' median on the west.

NOTED
E. S. HUNTER

ADO:jh
Enclosure
cc: E. S. Hunter (w/enclosure)
W. J. Hart (w/enclosure)

RECEIVED
OCT 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

FORM 2.33

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE September 11, 1973

TO A. D. OLSON
Preliminary Design Engineer

FROM R. N. BOTHMAN
Metropolitan Engineer

SUBJECT Airport Way Interchange
Columbia River-Sandy Blvd. Sect.
East Portland Freeway I-205
Multnomah County

Ken Limbocker and I discussed the southerly relocation of the Airport Way Interchange with representatives of the County (Bob Nordlander) and the Port (Ken Weber).

Both representatives agreed that the proposed southerly relocation of the Airport Way Interchange was satisfactory. The present plans of the Port are not defined sufficiently to establish the bearing for the Airport Way. The feeling was that the point of intersection should be approximately maintained as shown but that the bearing of Airport Way should be rotated counterclockwise as far as possible against the lake area located in the northeast quadrant of the intersection. This would also facilitate a near right angle crossing. It would facilitate either of the two alternative connections from that point to 82nd Avenue, presently under consideration by the Port. The width between the centerlines of Airport Way need not be as shown on the proposed drawing but only a sufficient width to provide for four lanes initially and expansion of one additional lane in each direction on the inside. Weber will advise Ken Limbocker of the required distance between centerlines.

Also discussed was the elimination of the Holman structure and northerly relocation of the Slough structure. A letter from Nordlander is forthcoming on this subject which will approve of this consideration.

cc: E. S. Hunter
C. T. Christianson

Warrack
A. Olson
Tamplin
Scott
Swanson
R. Olson
Trout

RECEIVED
SEP 13 1973
ROAD DESIGN SECTION

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Requires Approval
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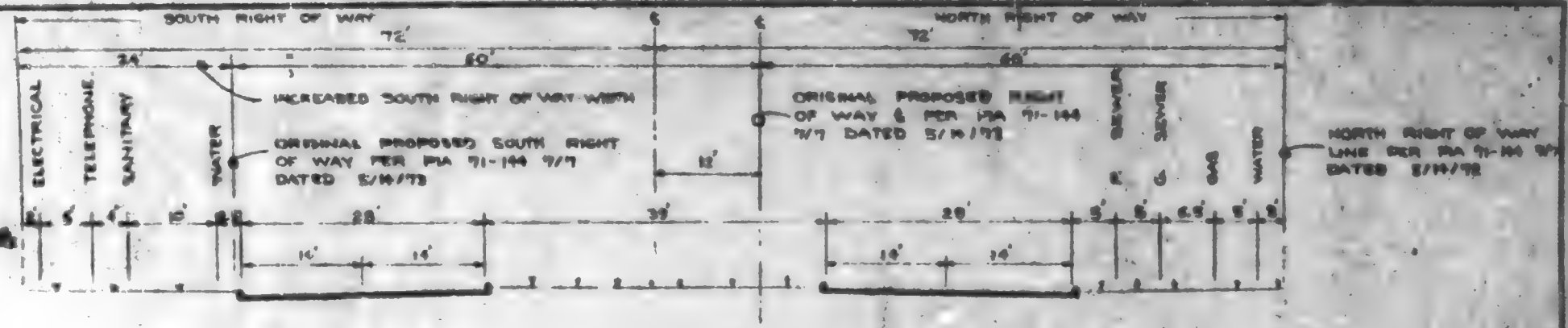
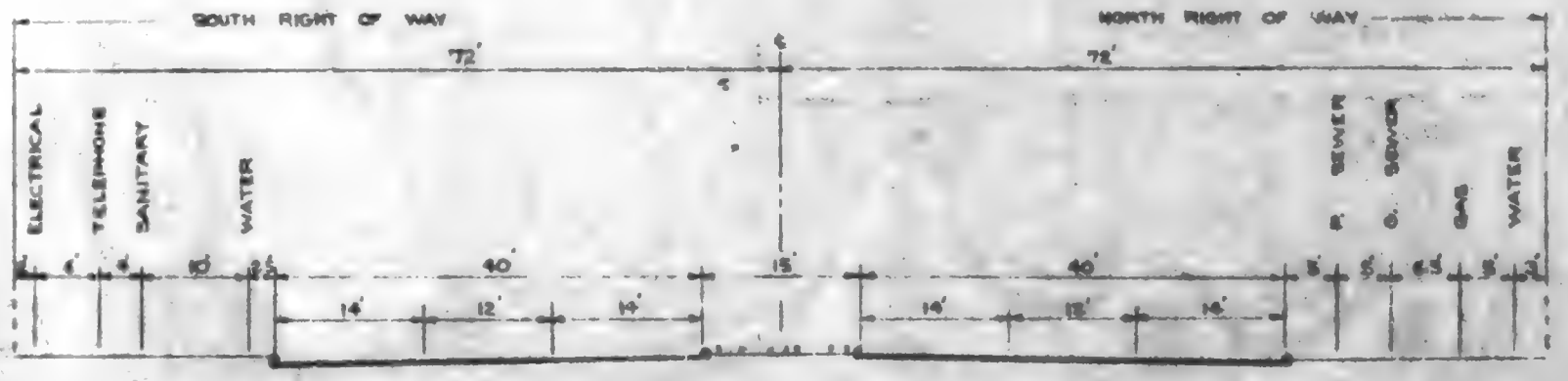


TYPICAL SECTION
TWO - LANE
SCALE 1" = 10'



TYPICAL SECTION
THREE - LANE
SCALE 1" = 10'

NO.	DATE	BY	REVISIONS	APPROVED

DESIGNED BY A. FURBER
DRAWN BY M. ITEL
CHECKED BY A. FURBER
DATE AUGUST 17, 1973
SCALE SHOWN

K. W. Lee
PROJECT MANAGER

THE PORT OF PORTLAND
PORTLAND, OREGON

PORTLAND INTERNATIONAL
INTERIM ACCESS
TYPICAL CRO

OREGON STATE HIGHWAY DEPT.
BRIDGE OFFICE

AIRPORT INTERCHANGE
(FOR Proposed Loc. of Airport Way)

PROJECT: EAST PORTLAND FREEWAY I-205

SECTION: COLUMBIA RIVER-COLUMBIA SL.

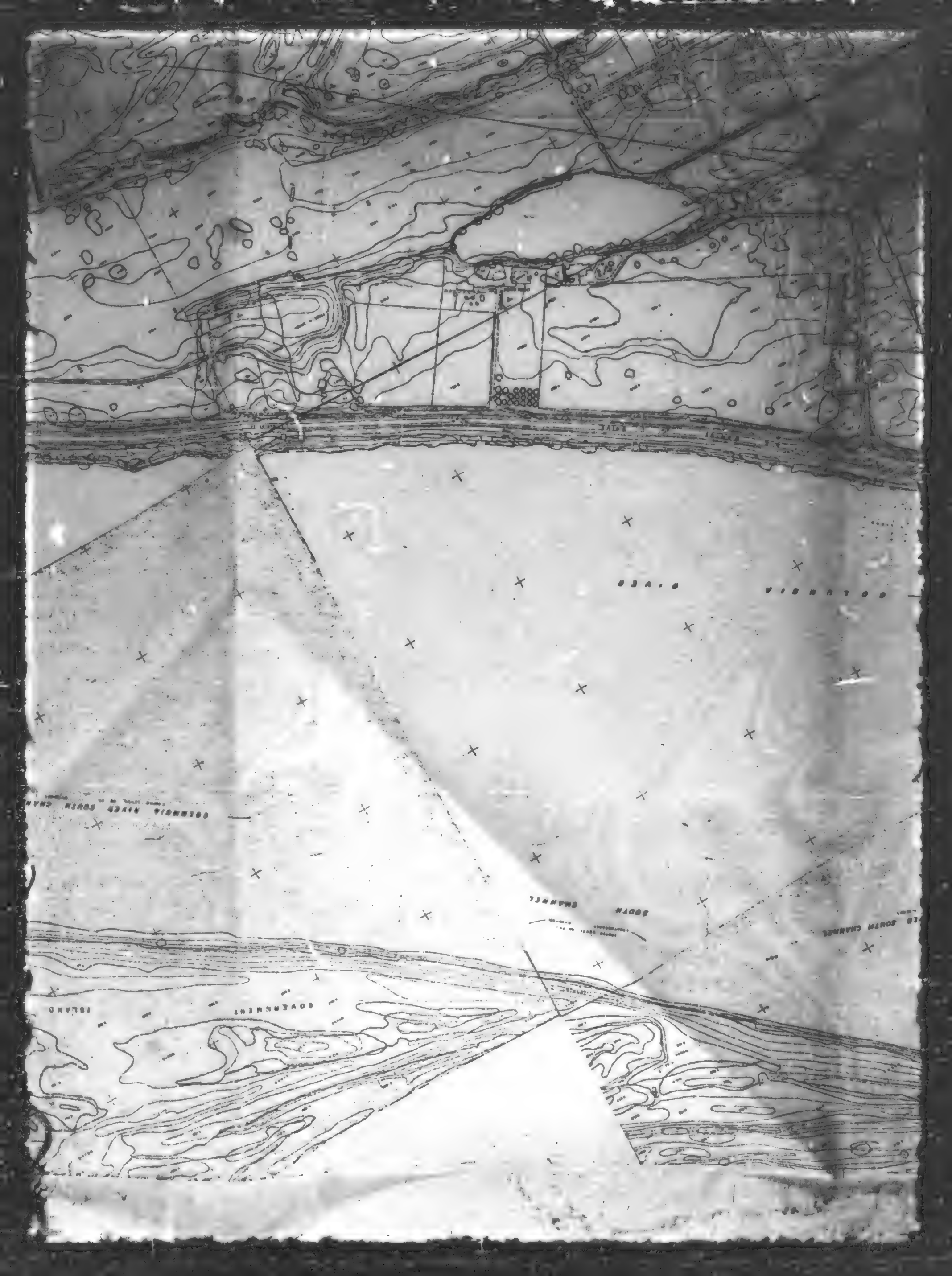
STATIONS:

DATE: Sept. 1975 BY: RLP

COLUMBIA RIVER SOUTH CHANNEL

RIVER

120


SOUTH CHANNEL
GOVERNMENT
ISLAND

GOVERNMENT ISLAND

COLUMBIA RIVER SOUTH CHANNEL

COLUMBIA RIVER

NE 122nd Ave.

NE 22nd Ave

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 21, 1973

TO W. J. Hart, Bridge Design Engineer

FROM Adrian D. Olson, Preliminary Design Engineer

SUBJECT Columbia River-Glisan Street Section
East Portland Freeway (I-205)
Multnomah County

RECEIVED
AUG 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Reference is made to your letter of August 6, 1973, in regard to final location data in several areas from the Columbia River to the South Banfield Interchange.

As discussed with you the following comments are appropriate in regard to the status of the various items:

The move southerly of the Airport Interchange in order to get the ramps off structure as much as possible has been referred to Metro for discussion with the Port and County. While it would appear that a saving of some $500,000 in structure costs could be made there may be other controls. The final design of the storm sewer will depend upon this move but will drop out of the median prior to the Airport Road structure as discussed.

The County has indicated that the Holman Street structure will not be necessary to satisfactorily serve this area provided that the proposed detour and structure over the slough east of the freeway are made as permanent facilities to reconnect Holman Street to 105th. We are expecting a letter confirming this.

The Whitaker Freeway or expressway will continue to be provided for by the structure for relocated 105th Avenue.

The question of Hancock Street and future use in the area of the jail has been referred to the County. It would appear economically desirable to revise our design to eliminate normal service to this area if the jail is to be relocated in the near future; however, the detailed appraisals may not bear this out.

As soon as we have information on any of the above we will provide it to you.

ADO:jh
cc: E. S. Hunter
R. N. Bothman

Con
I 205

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 6, 1973

TO Mr. J. H. Versteeg
Design Engineer

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

NOTED
E. S. HUNTER

SUBJECT Banfield-Columbia River Bridge Unit
I-205

There are several locations within the Banfield Interchange to Columbia River portion of I-205 where we are in need of final location data in order to proceed with the structure design.

Alignment, grades, typical sections, et cetera are needed for the Airport Interchange on the assumption that the Columbia River Bridge is to be extended to existing Marine Drive. A determination is necessary on the status of Holman Street. Will a structure be required there?

There has been a question on the status of Hancock Street in the North Banfield Interchange area. We believe the alternatives here are to construct Hancock Street as a through street requiring several structures or to construct a service road facility requiring a minimum structure at I-205.

Please give us any information you can so that we can proceed with the design of these structures. There are also several unanswered questions about the status of the Whitaker Freeway and the final design of the storm sewer with the Columbia River Bridge extended.

WJH:dh

cc E. S. Hunter
R. N. Bothman

RECEIVED
AUG 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

706

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 21, 1973

TO R. N. Bothman, Metropolitan Engineer

FROM A. D. Olson, Preliminary Design Engineer

SUBJECT Airport Interchange
Columbia River-Sandy Blvd. Section
East Portland Freeway (I-205)
Multnomah County

NOTED
E. S. HUNTER

Enclosed are five copies of an 1"-200' scale map on which we have indicated a possible southerly relocation of the Airport Interchange. This has been suggested in order to move the ramps off of the structure as much as possible - assuming that it will be necessary to use bridge all the way on the Columbia River crossing. This is approximately a 300' shift southerly (as far as it appeared possible without getting into the United Medical Laboratories) and would appear to save some $500,000 in structural costs on the ramps, assuming elimination of the Holman Street structure as discussed with the County.

Please discuss this with the County and Airport people to determine what problems, if any, a move of the interchange might pose. It may be that there are controls which would override the apparent saving. If a move would appear appropriate, an alignment both ways should be tentatively agreed upon by the Port and the County before we approach the FHWA.

ADO:jh
Enclosures
cc: E. S. Hunter
C. T. Christianson, FHWA

RECEIVED
AUG 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9663

I-205

Salem, Oregon

June 13, 1973

Walter J. Hart, Bridge Engineer

A. B. Olson, Preliminary Design Engineer

Airport Road Interchange
Columbia River-Sandy Blvd. Section
East Portland Freeway (I-205)
Multnomah County

Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
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RECEIVED
JUN 14 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
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Other

As requested, we have provided data on the mainline and interchange configurations in the vicinity of existing Marine Drive, and the dike along the south bank of the Columbia River. We have indicated a possible revision of Marine Drive southerly, off the dike, so as to maintain its continuity through this area. We have not shown a revised location for the Airport Road Interchange.

Our review of this area would indicate a substantial saving can be made by shifting the Airport Road Interchange southerly approximately 300 feet, if I-205 is to be on structure as opposed to fill, from existing Marine Drive northerly. It would appear that a savings of approximately $50,000 could be expected in right of way costs and from $275,000 to $500,000 in structural costs, depending upon an unrelated possibility of elimination of the Holman Street structure. I am not aware of any specific problems which might be caused by the moving of Airport Road. It is the joint responsibility of Multnomah County and the Port of Portland and no discussions have been held with either agency as to their thoughts on the subject since it would seem premature.

At least a portion of the ramps will be on the structure even with a 300 foot move southerly so the preliminary bridge design work would still be appropriate. The current pattern would give the "worst situation" as far as construction in the river is concerned.

If you have reason to believe that the bridge extension on the existing alignment will be approved, please advise me and we will put together some data for discussion with whoever would be appropriate.

ADO:lg
cc. R. M. Bothman

RECEIVED
OCT 18 1971

Const
RW
E&P

Col. R. - Sandy

October 18, 1971

Mr. Robert L. Nordlander
Director of Public Works
Multnomah County
2115 S. E. Morrison Street
Portland, Oregon 97214

Dear Mr. Nordlander:

Re: Airport Interchange, Columbia River-Sandy Boulevard Section, East Portland Freeway (I-205), Multnomah County

Our current schedule indicates that the last contract necessary to connect Interstate 205 to the proposed new east-west facility at the Airport Interchange would be set for the middle of 1975, with probable completion in the fall of 1976. Construction of a usable facility, both east and west, to provide for the anticipated traffic must be completed so that the interchange can be utilized at that time.

We have been requested by the Federal Highway Administration to provide them with assurance that this crossroad will be available prior to or concurrent with the completion of the freeway in this area. We have received correspondence from the Port of Portland which indicates that their program for the development of the Portland International Airport contemplates construction of the portion westerly of the interchange within the 1975-76 period, and we need a statement of intent from the County covering the area to the east of the interchange. Please provide us with a letter confirming your position.

We are hearing rumors every day of new developments along the length of I-205 and I would strongly urge you to finalize your plans to a point east of 122nd.

If you have any questions, please contact me.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
F. L. Hall
Victor D. Wolfe
H. S. Cox
R. L. Schroeder

ADO:jp srb

RECEIVED
SEP 8 - 1971
FOR FILING

Const
R/W
E & P F

I-205-7(2) 30 3

September 2, 1971

Port of Portland
Box 3529 Portland, Oregon 97208
503/233-8331
TWX: 910-464-6151 FAX: FDH

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe,
Assistant State Highway Engineer

Dear Mr. Klaboe:

SUBJECT: Portland International Airport, Airport Way, I-205

Your letters of August 2 and August 13 requesting a commitment covering the construction of intersecting roads with the proposed airport interchange on Interstate 205, opposite the Portland International Airport, have been referred to me.

Please be advised that the Port of Portland has developed a 15 year development program for Portland International Airport and that this program contains funds which, in our opinion, are sufficient to construct Airport Way from the proposed interchange, westerly to the terminal complex. The program contemplates the construction of this intertie within the time frame of 1975 through 1976 as outlined in your letter of August 16.

I trust that this information will permit you to proceed with this very important part of the total airport expansion plan.

Very truly yours,

I. J. Church
Director of Aviation

cc: Mr. Robert L. Nordlander

RECEIVED
SEP 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE
F. B. KLABOE

9-8-71
REFERRED TO
W. Gibson - Hall - C. Schroeder
BY ASST. STATE HWY. ENGR.
for app. action

copies to

RECEIVED
AUG 16 1971
FOR FILING

Const
RW
EPF

I-205-7(2)303

August 13, 1971

Mr. J. R. Stiller, P. E.
Port of Portland
Post Office Box 3529
Portland, Oregon 97208

4319

Dear Mr. Stiller:

Re: Airport Way, Columbia River-Sandy Boulevard Section, East Portland Freeway (I-205) Multnomah County

Reference is made to your letter of August 5 in regard to the schedule for construction on Interstate 205 which would establish when a usable Airport Way would need to be in existence.

Our current schedule indicates that the last contract necessary to connect to Airport Way would be set for the middle of 1975 with probable completion in the fall of 1976. Construction of a usable facility, both east and west to provide for the anticipated traffic, should be completed so that the interchange can be utilized at that time.

If you have any questions, please contact me.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Robert L. Nordlander
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
R. L. Schroeder - Enc.

ADO:jp srb

August 5, 1971

Port of Portland

Box 3529 Portland, Oregon 97208
503/233-8331
TWX: 910-464-6151 FAX: FDH

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

SUBJECT: Airport Way, Columbia River-Sandy Boulevard Section - East Portland Freeway (I-205), Multnomah County

Your letter of August 2 on the above captioned subject requests a statement which will reflect a commitment by the Port of Portland to construct certain connecting roadways.

We can certainly understand the desires of Oregon State Highway Division and the Federal Highway Administration to obtain such commitments prior to proceeding with construction.

You, in turn, will, I am sure, appreciate our hesitancy to give such a commitment without knowing when an expenditure of funds will be required. We have, in the past, requested a firm schedule for the completion of various segments of I-205 but, to this date, this information has not been made available to this office.

We, therefore, request that such a schedule be provided whereupon we will examine our programs and provide you with a statement concerning the connecting roads which we believe to be the responsibility of the Port.

Very truly yours,

J R Stiller

J. R. Stiller, P. E.

cc: Mr. R. Nordlander

Hall
A. Olson
Wills
Mackintosh
Carstenson
Kayser
Terpis

RECEIVED
AUG - 9 1971
DESIGN SECTION

Scott
Swanson
R. Olson
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Do No File
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Other

RECEIVED
AUG 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

offices also in Tokyo,
New York, Chicago, Washington, D.C.

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AUG 3 - 1971
FOR FILING

Cancel
Rd
EPF

J-205-7(2)303
Col. R. - Sandy

August 2, 1971

Mr. Robert L. Nordlander
Director of Public Works
Multnomah County
2115 S. E. Morrison Street
Portland, Oregon 97214

Dear Mr. Nordlander:

Re: Airport Way, Columbia River-Sandy Boulevard Section
East Portland Freeway (I-205), Multnomah County

Reference is made to previous discussions and correspondence in regard to the proposed Airport Interchange on Interstate 205 opposite the Portland International Airport.

This interchange has been designed to conform to the alignment, median widths and number of lanes for Airport Way which we obtained from the Port of Portland west of the freeway and from Multnomah County east of the freeway. Rights-of-way have been established and are being purchased to fit this design and a contract will be let in the near future for the first stage of work on this section.

The inclusion of an interchange at this point and the interchange design features have been approved by the Federal Highway Administration with the understanding that Airport Way will be constructed by the Port of Portland and Multnomah County to fit this pattern and at such a time as to be available when the freeway is completed.

In order to document this intent as required by the Federal Highway Administration, please provide us with a statement to the effect that the necessary connecting roadways will be constructed prior to or concurrent with the final work on the freeway.

If you have any questions, please contact me.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
H. S. Cox
R. L. Schroeder

ADO:jp srb

906

RECEIVED
AUG 3 - 1971

FOR FILING

Chief
E/M
EPT

I. 205-7 (2) 3.3

August 2, 1971

Mr. Jack R. Stiller
Assistant Manager, Aviation Projects
Port of Portland
Post Office Box 3529
Portland, Oregon 97208

Dear Mr. Stiller:

Re: Airport Way, Columbia River-Sandy Boulevard Section
East Portland Freeway (I-205), Multnomah County

Reference is made to previous discussions and correspondence in regard to the proposed Airport Interchange on Interstate 205 opposite the Portland International Airport.

This interchange has been designed to conform to the alignment, median widths and number of lanes for Airport Way which we obtained from the Port of Portland west of the freeway and from Multnomah County east of the freeway. Rights-of-way have been established and are being purchased to fit this design and a contract will be let in the near future for the first stage of work on this section.

The inclusion of an interchange at this point and the interchange design features have been approved by the Federal Highway Administration with the understanding that Airport Way will be constructed by the Port of Portland and Multnomah County to fit this pattern and at such a time as to be available when the freeway is completed.

In order to document this intent as required by the Federal Highway Administration, please provide us with a statement to the effect that the necessary connecting roadways will be constructed prior to or concurrent with the final work on the freeway.

If you have any questions, please contact me.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
H. S. Cox
R. L. Schroeder

ADO:jp srb

Form FHWA-127 (12-67)

UNITED STATES GOVERNMENT

Memorandum

MAR 2[illegible]

FOR FILES

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: March 18, 1971

In reply refer to: 08-35-DA

FROM : L. K. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-205-7(2)303
Airport Interchange
Mr. Hall's March 2 letter

The preliminary interchange layout for this interchange is approved. Please furnish evidence of commitments for concurrent construction of the crossroad both east and west of the Interstate.

The approved layout sheet is attached.

Enclosure

3-26-71

REFERRED TO Hall - Cy
BY ASST. STATE HWY. ENGR.

Sketch to Hall

RECEIVED
MAR 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

9063

RECEIVED
DEC 14 1970
ENGINEERING

OREGON STATE HIGHWAY DEPARTMENT

METROPOLITAN SECTION
5821 N. E. Glisan Portland, Oregon 97213 Phone 229-6971

December 9, 1970

Robert Nordhauser,
Director of Public Works
Multnomah County
2115 S. E. Morrison
Portland, Oregon 97214

ATTENTION: Tor Lyshaug

NOTED
F.B. KLABOE

Re: Airport Way
I-205 Interchange

Gentlemen:

This letter is to correct the Station of the point of intersection of I-205 and Airport Way. The correct Station is 132+70 as stated in your letter of December 3, 1970. All design work will be predicated on this stationing.

Very truly yours,

Robert L. Schroeder
Metropolitan Engineer

By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

HHL:pb

cc: Jack Stiller,
Port of Portland

bcc: F. B. Klaboe
Frank Hall
Louis C. Grothaus
K. D. Limbocker

RECEIVED
DEC 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Portland, Oregon 97213
December 8, 1970

Frank Hall
Design Engineer
State Highway Building
Salem

Airport Way
Marine Drive-WPTTP
East Portland Freeway

ATTENTION: A. D. Olson

Transmitted is a letter from Multnomah County pinning down the location and angle of the Airport Way crossing of I-205.

Will your office study the feasibility of the lane drops and additions as requested by Mr. Lyshaug? The change in median widths from 16 feet to 100 feet also needs to be worked out in some detail.

There seems to be a number of alternates for connecting Marine Drive through the Airport Way structure. This suggestion alone points up the possibility of no fill north of Marine Drive for I-205. We will submit our ideas to handle the Marine Drive relocation.

Robert L. Schroeder
Metropolitan Engineer

By:

NOTED
K. D. LIMBOCKER

NOTED
ORIGINAL SIGNED BY
J. H. VERSTEEG

NOTED
L. SCHROEDER

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

Enc

cc: K. D. Limbocker

NOTED
E. L. HARDT

NOTED
J. H. VERSTEEG

NOTED
JON ROSE

1043

RECEIVED
DEC 9 - 1970
FREIGHT DIV.

OREGON STATE HIGHWAY DEPARTMENT

METROPOLITAN SECTION
5821 N. E. Glisan Portland, Oregon 97213 Phone 229-6971

Cont
RHE
EPF

December 8, 1970

Col. R. - Sandy

Robert Nordlander,
Director of Public Works
Multnomah County
2115 S. E. Morrison
Portland, Oregon 97214

NOTED
F.B. KLABOE

ATTENTION: Tor Lyshaug

Re: Airport Way
I-205 Interchange

Gentlemen:

We will consider the Airport Way and I-205 Intersection fixed at Station 132+20. The bearing of South 41 degrees, 01 minutes East will be used in preparing final designs. This is subject to revision if there are adequate reasons. We will attempt to hold to this design data if practical.

NOTED
F.B. KLABOE

Airport Way will be planned as a four lane section with a 16 foot median. We will work out the detail of the design along the lines you have suggested. Here again these will be subject to review and other alternates suggested if for some reason they appear to be more desirable for valid reasons.

A design will be prepared and transmitted for your review and suggestions.

Very truly yours,

Robert L. Schroeder
Metropolitan Engineer

By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

RECEIVED
DEC 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

cc: Jack Stiller,
Port of Portland

bcc: Frank Hall
Louis C. Grothaus
F. B. Klaboe
K. D. Limbocker

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DONALD E. CLARK
NEL GORDON

Multnomah County Oregon

R. L. NORDLANDER, DIRECTOR, DEPARTMENT OF PUBLIC WORKS
MAIN OFFICE (503) 233-5861 ■ 2115 S. E. MORRISON STREET ■ PORTLAND, OREGON 97214

December 3, 1970

METROPOLITAN ENGINEER
RECEIVED
DEC 4 1970
ANE ANE MOE MOE MTE

Mr. Robert L. Schroeder
Metropolitan Engin eer
5821 N. E. Glisan Street
Portland, Oregon

Re: Airport Way I-205 Interchange
Location

Dear Mr. Schroeder:

We have reviewed with The Port of Portland the location proposed on your most recent map for the Interchange of Airport Way in I-205.

We are both in agreement that the alignment on Airport Way indicating a bearing of South 41° 01" 0' east and intersecting I-205 at approximately Sta. 132 +70 is satisfactory.

Multnomah County and The Port of Portland understand that the section of Airport Way under the structure of I-205 consists of four travelling lanes with 16 ft. median strip. Multnomah County proposes that a continuation of this section from I-205 eastward would adequately serve the needs of the area. The Port of Portland's design for Airport Way west of I-205 is for the establishment of four 12-ft. lanes each way with a median of 100 feet. (See enclosed drawing of Port of Portland typical section for Airport Way). It would seem desirable that two of the four eastbound lanes would drop off on the WS line. Additionally, we would recommend the two westbound lanes of Airport Way be increased to four lanes at the point convergency with the WS line. The Port of Portland feels that it is vital to their overall design to have a transition from the 16 ft. median under the structure to 100 ft. median west of the structure, constructed in as short a distance as traffic conditions will allow.

Multnomah County questions whether Marine Drive will be relocated as shown on the plans for the airport development prior to the time that I-205 is constructed. If this sequence of events takes place, it seems apparent that

---

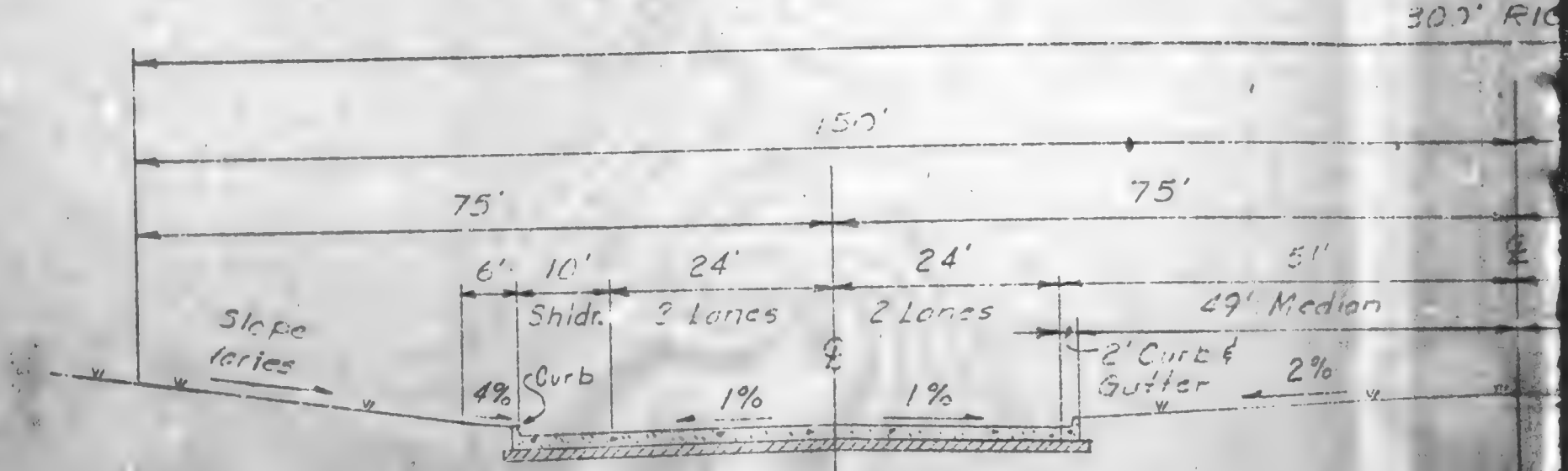
Marine Drive will be severed at I-205. Multnomah County would like to see an alternate plan for the continuation of Marine Drive, possibly using Airport Way as a temporary by-pass. Multnomah County and the Port of Portland would be pleased to meet with you if you consider it is necessary for the review of these proposals. If you feel that a meeting is unnecessary we request an opportunity to review the plans when revised as nearly as possible to the recommendations set forth in this letter.

Very truly yours,

ROBERT L. NORDLANDER
Director of Public Works

By Tor Lysbaug
Tor Lysbaug, Construction Engr.

MWW:ct

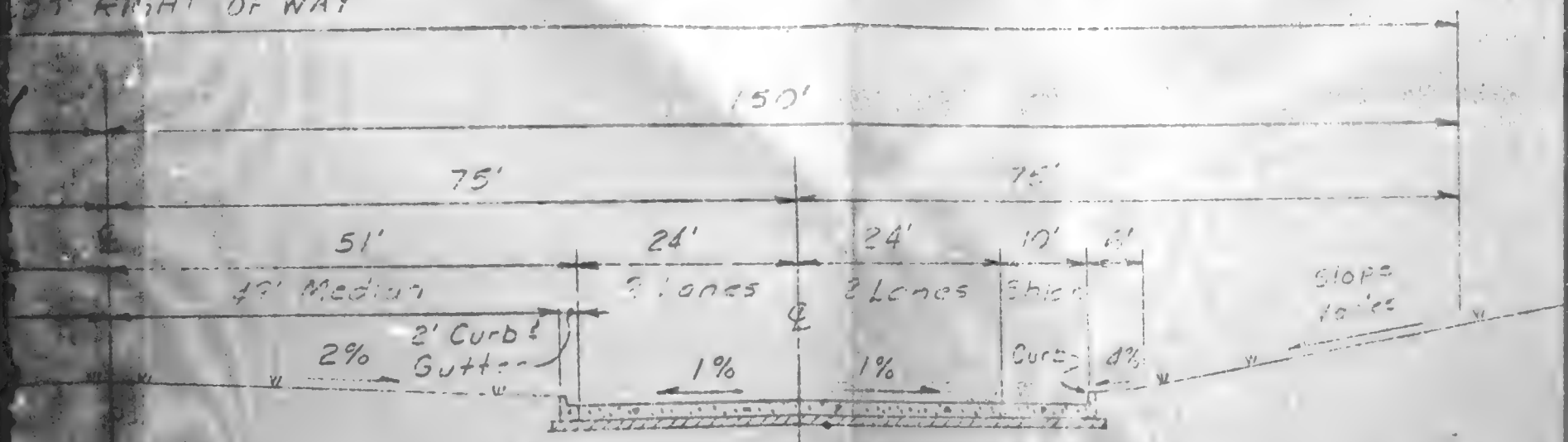


TYPICAL ULTI

ENTRA

Scale 1"
1"=

...T RIGHT OF WAY



ULTIMATE ST ...

TRANCE ROAD

... 1" = 20' Horizontal
1" = 10' Vertical

CHECK PRINT

PROJECT 69-15D 15			PIA 70-2028
CONTRACT NO.	REFERENCE DWG. NO.		DATE 11-13-70
PIA	Dyett & Bhatia Urban-Regional Planners	TITLE ENTRANCE ROAD SECTION	SK-46C B

A = 8½ x 11 B = 11 x 17 C = 22 x 34 D = 33 x 42½

1062

RECEIVED
NOV 2 - 1970

OREGON STATE
HIGHWAY DEPARTMENT

Carl
RM
EPT

Cat. R- Land

October 28, 1970

Mr. Robert Nordlander, Director
Department of Public Works
Multnomah County
2115 S.E. Morrison
Portland, Oregon 97214

Dear Mr. Nordlander:

A.D. KLABEE

Airport Road
I-205

In our meetings on I-205 there was considerable discussion concerning the location of Airport Road through the interchange at I-205. It was my understanding that your department and the Port of Portland were going to come up with a location that would extend from the airport terminal to the proposed Whitaker Freeway connection.

Have you come up with a plan acceptable to both organizations for this section of Airport Road? It will be necessary to start the final design for this section of I-205 Freeway as soon as possible after the various agency approvals have been received by the Highway Division.

Yours very truly,

R. L. Schroeder
Metropolitan Engineer

by

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:lh
cc: Jack Stiller, Port of Portland
F. B. Klabee
A. D. Olsen
K. D. Limbocker

RECEIVED
OCT 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

9062

RECEIVED
AUG 21 1970

FOR FILE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 20, 1970

Port of Portland
Box 3529
Portland, Oregon 97208

Attention: Mr. V. J. Church
Technical Services

NOTED
F.B. KLABOE

Gentlemen:

Re: Airport Interchange
Columbia River-Sandy Boulevard Section
East Portland Freeway (I205)

Reference is made to your letter of July 28 in regard to the proposed interchange on Interstate 205 opposite the Portland International Airport.

A review has been made of the left turns for the moves to and from the north and I am advised that these will operate satisfactorily. There would be no justification for the additional ramps, structures and right of way necessary to make these completely free flowing moves.

Enclosed is a preliminary copy of the revised interchange for your review and information. We have placed the note "Location and alignment of Airport Highway, as shown, are tentative and subject to revision" on this map since this roadway is dependent upon the Port of Portland and Multnomah County. It was necessary to move the interchange southerly to the position indicated in order to avoid cutting into the dike with either the main freeway or the ramps. Using this location as a control, we would appreciate an early determination of the alignment of the Airport Highway, both east and west, in order that the design may be finalized and the right of way established for the interchange.

If you have any questions please contact me.

RECEIVED
AUG 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. L. Porter
State Highway Engineer

By D. J. Barbee
D. J. Barbee, Design Engineer

cc: F. B. Klaboe
R. L. Schroeder
R. L. Nordlander

Enclos.

Box 3529 Portland, Oregon 97208 (503) 224-4260

RECEIVED
JUL 31 1970
DESIGN
DIVISION

July 28, 1970

Mr. D. J. Barbee
Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Barbee:

SUBJECT: Portland International Airport - Streets and Roads
I-205 - Airport Interchange

The Port of Portland has reviewed the proposed I-205 airport interchange, which was submitted with Mr. Forrest Cooper's letter dated June 12 to our Mr. Stiller. We have also reviewed your I-205 consultant's report submitted to this office on July 6 by Mr. Klaboe.

The Port of Portland has no objections to the functional design of the planned airport interchange; however, we do suggest a review of the left-hand turn lanes across traffic to and from the north.

At a July 14 meeting with members of your staff in the office of Mr. Nordlander, Director of Public Works for Multnomah County, it was agreed that the orientation of the east leg of the proposed interchange should be on a more southerly alignment in order to accommodate the optional future construction of Whitaker Avenue, or an extension to a possible connection at 122nd Avenue.

The Port of Portland has not completed its planning of highway requirements within the Portland International Airport area and, therefore requests that the directional orientation of the lanes leaving the proposed interchange in a westerly direction not be fixed without further study by our staff.

We strongly urge that the Columbia Boulevard-Sandy Boulevard interchange be constructed as shown on Figure 9 of the consultant's report rather than following any of the suggested alternates. It is our opinion that the recommended design creates an interchange which best fits into the future traffic patterns in this section of the metropolitan area.

Discussed w/ Jack Stiller at meeting 8/7/70 WRD.

Very truly yours,

I. J. CHURCH, Manager
Technical Services

cc: Messrs. Robert Nordlander
Robert Schroeder

RECEIVED
JUN 16 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

Const
R/W
EPE

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 12, 1970

Port of Portland
Post Office Box 3529
Portland, Oregon 97208

NOTED
F. B. KLABOE

Attention: Mr. Jack R. Stiller
Assistant Manager

Gentlemen:

Re: Airport Interchange
East Portland Freeway (I-205)

As discussed at the recent meeting, I am enclosing copies of our consultant's layout of the proposed interchange opposite the Portland International Airport.

The traffic indicated is the A.M. and P.M. design hour traffic, the P.M. traffic is in parenthesis. This is 1990 projected traffic based on the growth factors determined by Wilbur Smith and Associates and using the G 5 loading. The capacity of the directional ramps, which have been provided to and from the south, is indicated by an asterisk.

A copy of the consultant's plan has been supplied to Multnomah County for their review both in this location and on the remainder of the route within the County. I hope you can get together and establish the location of this roadway so that a design can be finalized and rights of way laid out in the near future.

If you have any questions on this matter please contact me or Mr. Johnson.

Very truly yours,

RECEIVED
JUN 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

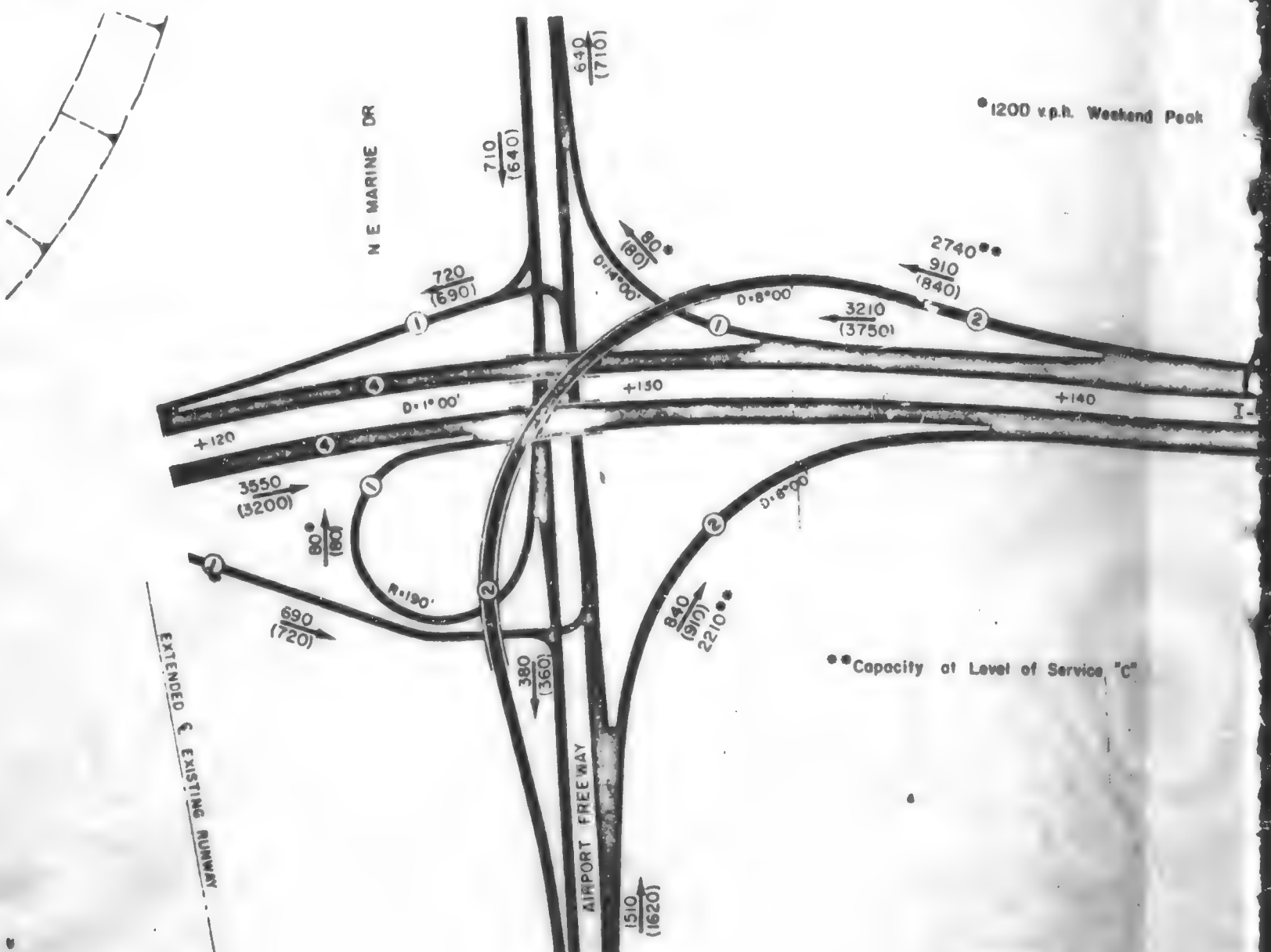
Forrest Cooper
State Highway Engineer

By D J Barbee

D. J. Barbee
Design Engineer

ADO:jp
cc: F. B. Klaboe
A. E. Johnson
Robt. L. Nordlander

Enclosure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AIRPORT FREEWAY
EXTENDED & EXISTING RUNWAY
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2740
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+140
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D=14°00'
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(80)
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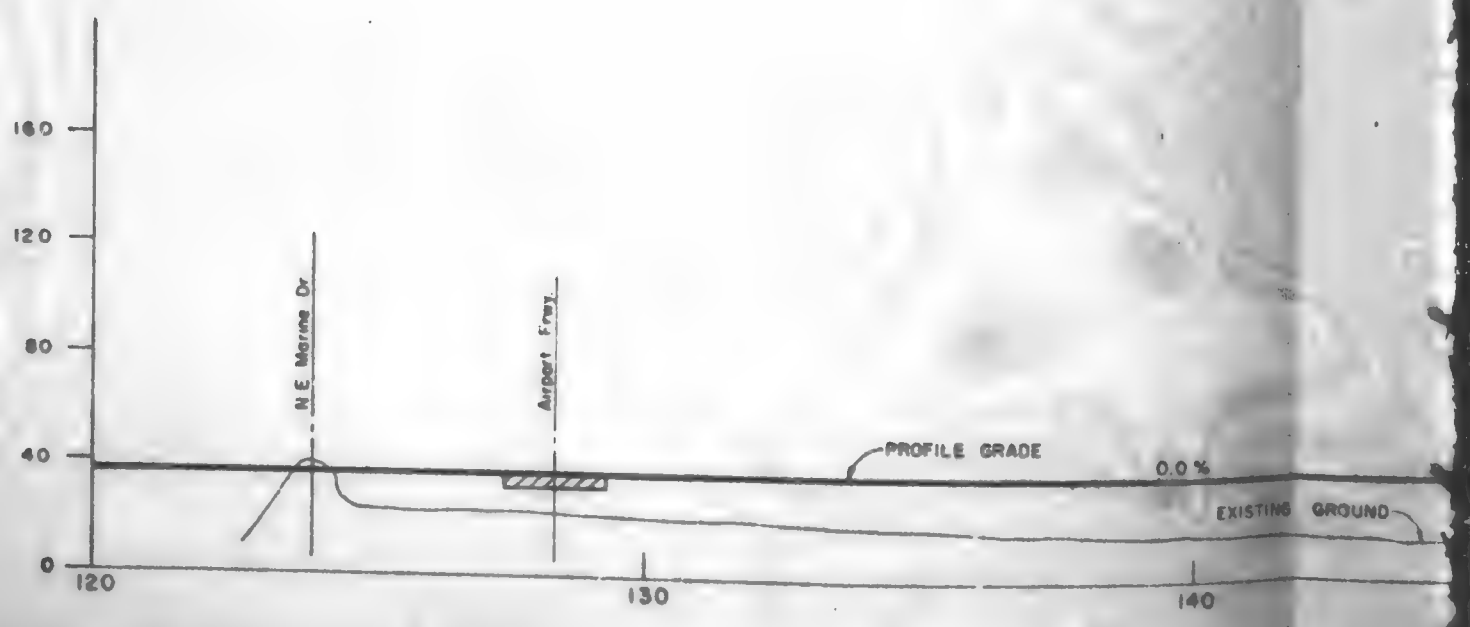
Capacity at Level of Service "C"


160
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EXISTING GROUND
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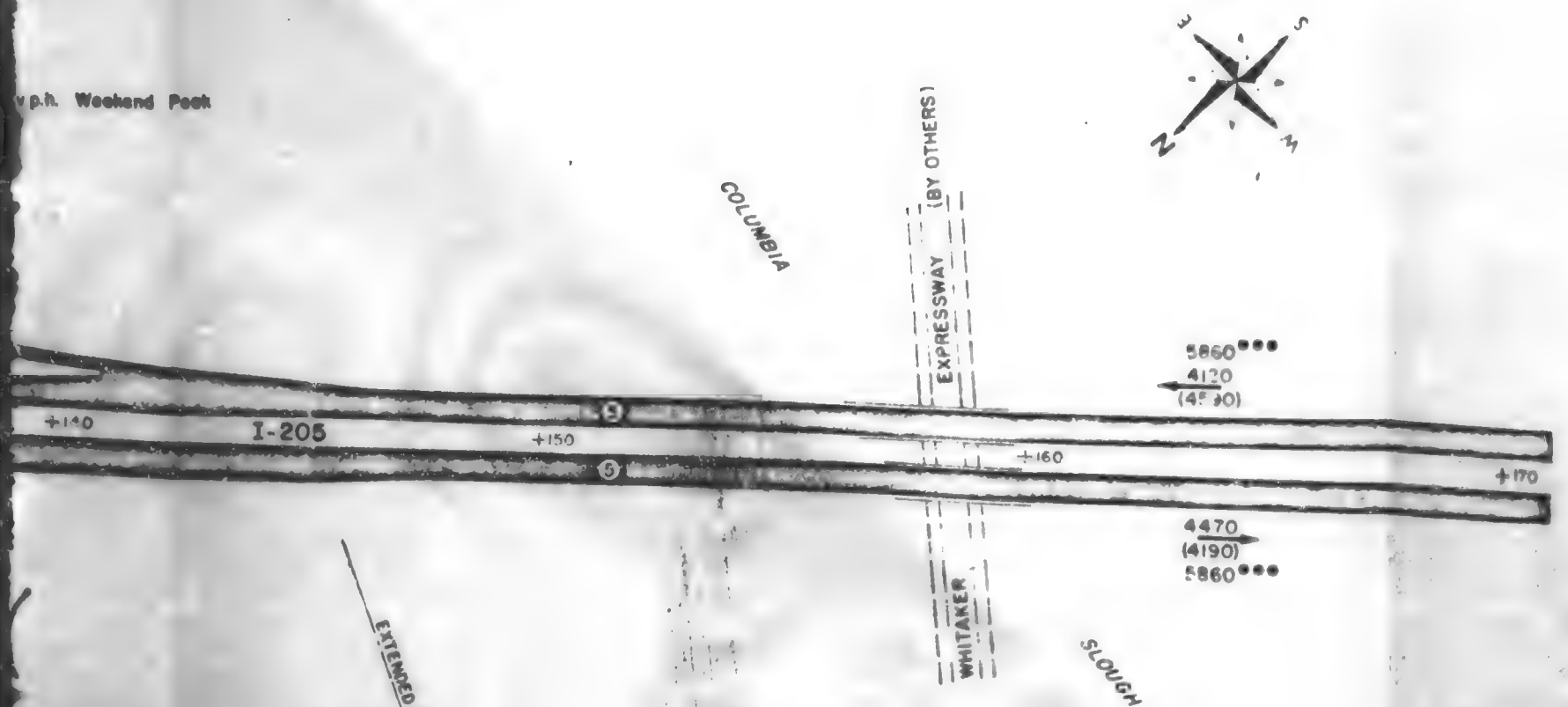
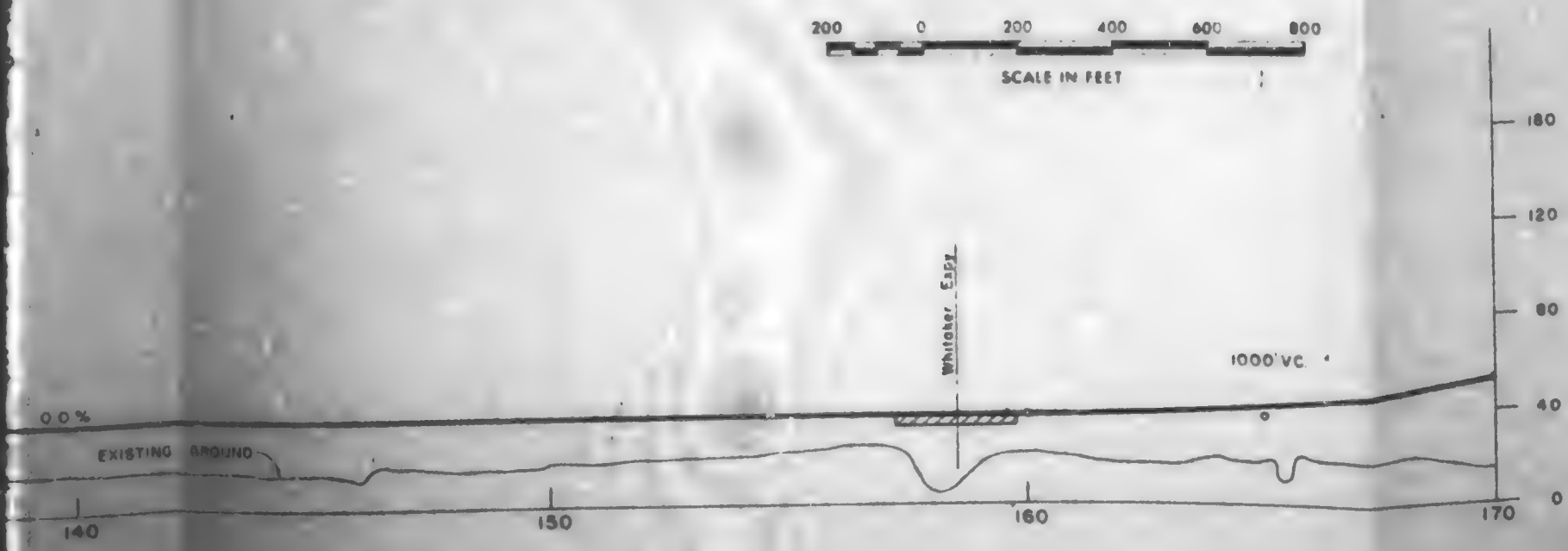
v p.h. Weekend Peak

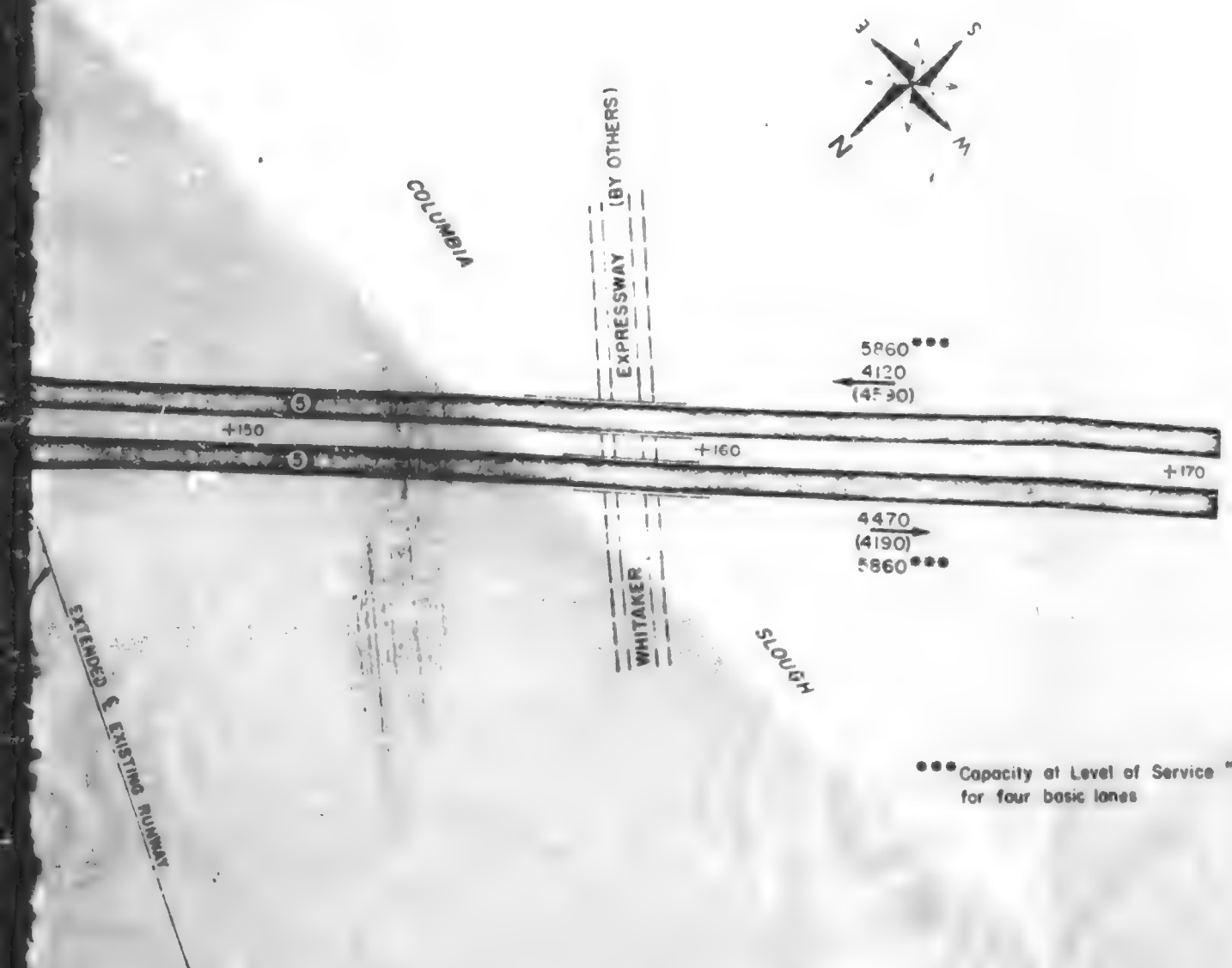


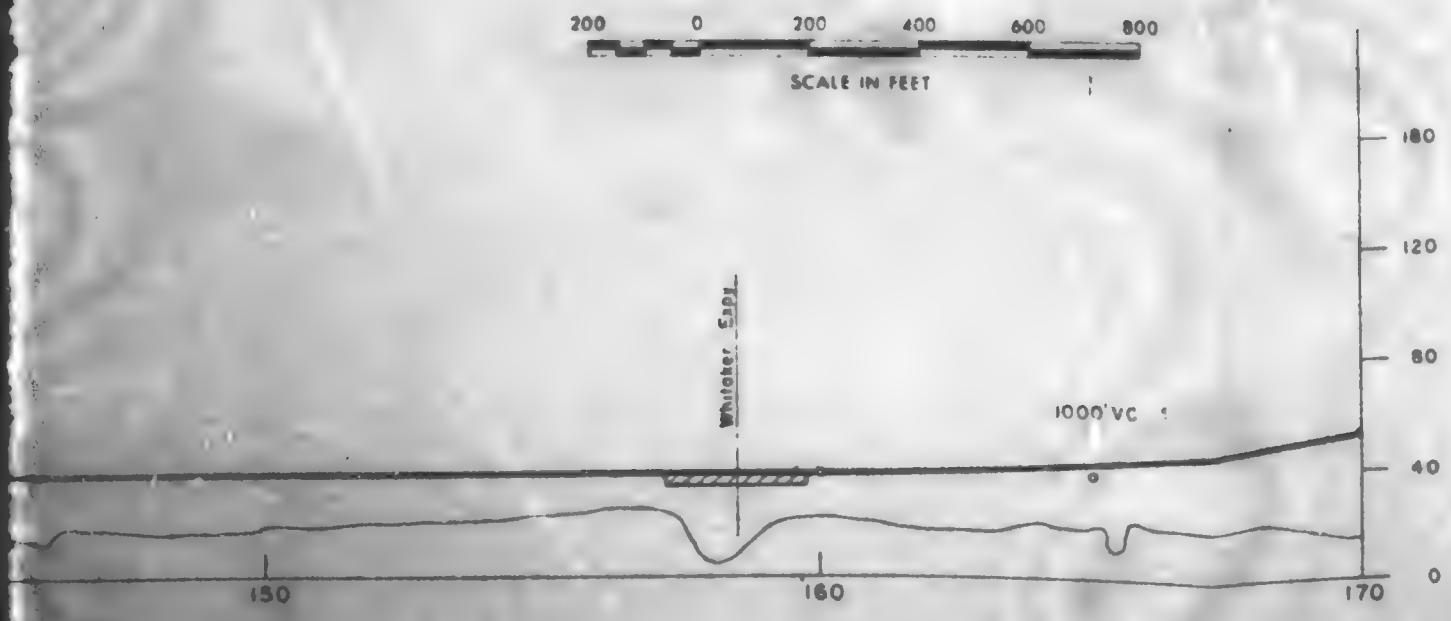
of Service "C"

***Capacity at Level of Service "C" for four basic lanes



HOWARD NEEDLES TAMMEN & BERGENDOFF HNTB





HOWARD NEEDLES TAMMEN & BERGENDOFF HNTB

HNTB
RECEIVED
MAR 26 1990
SEATTLE

(3)

9063

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 9723
April 29, 1970

SUBJECT: Airport Interchange
Marine Drive-NE Columbia Boulevard
East Portland Freeway

To: Memo To The Files

A meeting was held in Robert Nordlander's office at 10:00 AM, April 28. Subject was the airport interchange and local street service to the area adjacent to I-205.

Multnomah County presented a plan with freeway structures on NE Holman Street and Whittaker Expressway. Their airport interchange had two loops, two fully directional moves and several ramps. This proposal did not give direct service to the proposed Columbia Bay Recreational area and was unacceptable to the representative from the Port of Portland.

Jack Stiller from the Port presented the following traffic projections for the airport interchange.

(a)	Airport terminal peak hour	4800
(b)	Industrial complex peak hour	2640
(c)	Columbia Bay Recreational area peak hour	4800

These figures are based on the ultimate development of the airport with no reduction in numbers for mass transit. We suggested to Mr. Stiller that the Airport's traffic projection should be based on 1990, our design year.

Mr. Nordlander suggested an alternate route was needed from the air terminal to the south. This route would go under the south runway and eventually tie into a northeast freeway.

None of the design or traffic problems were resolved.

A second meeting on this subject is scheduled on Friday, May 1, at 10:00 AM. Mr. Nordlander has requested that Bob Schroeder, Assistant Traffic Engineer, attend.

Present from the Port were Al Benkendorf and Jack Stiller; from Multnomah County were Roy Bennett, Robert Nordlander, Thor Lyshaug and Bill Whitfield; from the Highway Department were Ken Limbocker and Hal Versteeg.

We stressed the need for an immediate decision as our schedule was based on starting the hydraulic fill by June 1, 1971.

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb
cc: D. J. Barbee
F. D. Morgan
F. B. Klaboe
Robert Schroeder

GPO 824-734

-205

August 26, 1969

Mr. Robert Nordlander
Director of Public Works
Multnomah County
2115 S. E. Main
Portland, Oregon

Dear Mr. Nordlander:

Re: Airport Interchange
I-205
East Portland Freeway

Sometime ago a meeting was held to check the progress of the interchange design to serve the expanded airport facility plus connection into the proposed County system being redesigned to handle the revised demand due to the airport, the Northgate Industrial Park, and I-205.

It was the understanding of the Highway Department that the County and the Port of Portland would prepare a comprehensive plan to satisfy the requirements of both agencies and transmit this recommendation to the Department for study.

To date, no such plan has been received, and it is felt that with the airport contracts being imminent, it would be desirable to develop this plan in the very near future.

Any suggestions to expedite this plan would be appreciated.

Very truly yours,
Original Signed by A. E. Johnson

METROPOLITAN ENGINEER

A. E. Johnson
Metropolitan Engineer

AEJ:pb;slh

NOTED
K. D. LIMBOCKER

NOTED
JON ROSE

NOTED
J. H. VERSTEEG

NOTED
E. L. HARDT

RECEIVED
DEC 23 1968

FORM E-30X—COM—8-68 SP*23500-734

FOR FILING

Court
RW
EPF.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
December 19, 1968

To: Memo To The Files

SUBJECT: Hydraulic Fill
Columbia River Sandy Section
East Portland Freeway
Prefix 626-1909

A meeting was held at 2:00 PM, December 16, 1968, to discuss the dredging and placing of hydraulic fill for this section of I-205 freeway. The type and location of an Interchange to the I-205 freeway was also discussed.

Present from the Port of Portland were R. F. Daw, E. R. Arnold, Ogden Beeman, Ken Aubery and Joe Koglowski; from Multnomah County were Robert Baldwin and Bob Hovekamper; from the Highway Department were A. E. Johnson, K. D. Limbocker and J. H. Vorstenz.

We stated that in excess of 2,000,000 cubic yards of material would be needed, preferably pumped into place. That one problem is timing, the Department will need at least six months after the time of the Bureau of Public Road's approval to aquire the necessary rights of way. The question of financing and public hearings came up but we were unable to fully answer these questions.

A soils study is presently underway in the area; the Port would like a copy of this when it is complete. Mr. Daw asked if we would be satisfied with the compaction of the pumped in place material. We agreed to find out and give him an answer.

Copies of the main line plan and profile were given to the Port Engineers. They will study the problems of pumping the material and drainage. The Port's dredging operation will extend over the next 15 to 16 months. This operation should be flexible enough to provide the Department with the material needed for the freeway. We requested that any charges by the drainage district for pumping of the water be included in the price of the material.

The Airport Interchange to I-205 was discussed. Multnomah County will insist on legs extending easterly connecting to 122nd Avenue. This

copy to R. E. Simpson, BPR
12-23-68

easterly connecting Road would be 600 feet south of present existing Marine Drive to allow for commercial development.

Multnomah County is proposing an east-west express south of the Airport connecting Rivergate area easterly to 185th Avenue.

This expressway would connect to 82nd Avenue pass under I-205 and connect to 122nd Avenue. These connections would provide the necessary access them to the I-205 Freeway.

The County and Port will get together on where they would like the Interchange located. We will design the Interchange and get the necessary Bureau of Public Road's approval. It was pointed out that we needed the proposed Interchange location as early as possible.

Again the points stress were, (1) 2,300,000 cubic yards will be needed, (2) it will take six months or so to aquire the properties after the Bureau of Public Roads's approval and (3) an early determination of the Interchange location is desirable.

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:rph

cc: D. J. Barbee
F. B. Klobes
F. D. Morgan
K. D. Timbocker
K. L. Rolfe

RECEIVED
DEC 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 20 1968
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 19, 1968

Mr. Robert F. Dow
Chief Engineer
The Port of Portland
Box 3529
Portland, Oregon 97208

Dear Mr. Dow:

Re: Columbia River-Sandy Boulevard Section
East Portland Freeway (I-205)
Multnomah County

Reference is made to your letter of October 29 requesting additional information on dredge material which you might be able to supply (at our expense) for the future Interstate 205 embankments.

We have been at a standstill as far as design is concerned for some little time because of new traffic studies, doubt as to where your airport is going to be, where the interchange for the airport and Marine Drive is to be and what design will be necessary at that point and at some of the critical points to the south.

Until these items have been cleared up, we will not be able to establish any exact schedule or quantity; however, in order to get a better estimate of quantity and a plan of placement, we will make a preliminary study of the job as it appears at the moment and will advise you further in the near future.

As soon as you and the County have agreed on the approximate location of the connecting road from the airport easterly to Marine Drive, we would appreciate this information so that a preliminary interchange design can be worked up at the intersection with Interstate 205.

I hope that our traffic studies will be completed in the near future so that our design can be completed and a reasonably firm estimate made of our additional embankment needs.

NOTED
TOM EDWARDS

Please advise me if there appears to be any particular problem involved in supplying this additional yardage.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
D. J. Barbee
A. E. Johnson

Portland, Oregon 97213
August 17, 1966

Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

East Portland Freeway (I-205)
Portland International Airport
Interchange
Prefix: 626-1909

ATTENTION: Mr. D. J. Barbee

Recently this office submitted to you suggested layouts for the Portland International Airport interchange with I-205. These were submitted along with a suggested interchange submitted by Mr. Paul Northrop, Multnomah County Engineer.

Enclosed is a copy of a letter received from Mr. Robert F. Dow, Chief Engineer, Port of Portland, relative to their anticipated traffic flows to and from the Portland Internation Airport in order to justify a fully directional interchange for the Airport.

In a telephone conversation with Mr. Northrop yesterday, he stated that he was hopeful that we would be able to discuss this interchange with him at our proposed meetong on Monday afternoon, August 22.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

Enclosure

cc: J. H. Versteeg

NOTED
J. M. CARTWRIGHT

Portland, Oregon 97213
August 1, 1966

East Portland Freeway
I-205
Airport Interchange

Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. D. J. Barbee

Recently the Port of Portland indicated to Mr. Paul Northrop, Multnomah County Engineer, their preference for an interchange on I-205 to serve the airport. They desire this interchange to be immediately south of Marine Drive as indicated on the enclosed plan submitted by Mr. Northrop.

The Port of Portland is requesting an interchange as fully directional as possible. They are also requesting from Multnomah County connections to Marine Drive as indicated. The actual interchange shown in green was submitted by Multnomah County for our consideration and study. In connection with this, we submit plans for three interchanges which we believe will better serve the airport and the adjacent community.

On Plans 1 and 3 there are connections to 105th Avenue with no undercrossing for Saratoga. Plan 2 provides no connection to adjacent streets, but would provide for an undercrossing for Saratoga Street in accordance with our basic agreement.

We believe that Plan 1 provides the best interchange to serve both the airport and adjacent streets, and therefore it is recommended.

Original signed by A. E. John...

A. E. Johnson
Metropolitan Engineer

AEJ:sh
Enclosure

NOTED
J. M. CARTWRIGHT

NOTED
E. L. HARDT

NOTED
A. V. BENEDICT

1979 Drews Reservoir Rock Prod.9064
Klamath Falls-Lakeview Hwy.
West of the City of Lakeview.

9064

August 12, 1980

United States Fidelity and Guaranty Co.
P. O. Box 2459
Portland, OR 97208

COM 3
Contract #9064

Gentlemen:

On August 7, 1980, we wrote to you concerning release of final payment on Contract No. 9064 awarded to Town Mac Construction Co. for the Brown Reservoir Rock Production Project on the Klamath Falls-Lakeview Highway in Lake County.

Final payment on this contract is $4,319.68 and the total contract amount is $84,325.57. No work was performed under force account.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

dmc

cc: Town Mac Construction Co.
2130 Old Columbia River Highway
Rose River, OR 97034

bc: C. T. Keasey
Walt Hart
Dale Allen

9.064

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

8-6-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8971	Columbia River (Interstate) Bridge Multnomah Co., Oregon Clark Co., Washington	July 14, 1980
Jarl Construction, Inc. No. 8782	North Unit, Condon-Thirtymile Creek Gilliam Co.	July 15, 1980
R. L. Coats No. 8753	Baldock Slough-S. Baker Intchge. Baker Co.	July 18, 1980
Cascade Constr. Co., Inc. No. 8957	Lawnfield Rd.-Clackamas Hwy. Clackamas Co.	July 18, 1980
J. C. Compton Co. No. 8985	Carus Jct.-Woodburn-Estacada Hwy. Clackamas Co.	July 18, 1980
Cushing Bros., Inc. No. 9099	Dundee (S.W. 5th St.) Yamhill Co.	July 21, 1980
J. C. Compton Co. No. 8960	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	July 22, 1980
Holst Construction Co. No. 8842	Neal Creek Bridge Hood River Co.	July 24, 1980
A-1 Sandblasting & Steam-cleaning Co. No. 8714	Coos Bay (McCullough) Bridge Coos Co.	July 24, 1980
Hertz Electric, Inc. No. 9038	S. Ore. Ave. @ High School Entrance and Monroe St. @ Broadway Ave. (Burns) Harney Co.	July 24, 1980
Morse Bros. Inc. No. 8982	Corvallis/Newport Hwy. @ 19th St. (Philomath) Benton Co.	July 25, 1980
Cascade Constr. Co., Inc. No. 8923	Wilson River Hwy. Jct.-Vista Ridge Tunnel Washington and Multnomah Counties	July 29, 1980
Tawn Mar Constr. Co. No. 9065	Parsnip Creek Rock Production Lake Co.	July 29, 1980
L. W. Hembree Co. No. 8981	SW Capitol Hwy. @ SW Huber St. (Portland) Multnomah Co.	July 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
S. D. Spencer & Son No. 8003	Garden Valley Rd.-Fairgrounds Intchge. Douglas Co.	July 30, 1980
Hamilton Electric, Inc. No. 8966	Columbia River Hwy. @ Umatilla Br. Spur (Umatilla) Umatilla Co.	August 4, 1980
S. D. Spencer & Son No. 8501	Cottage Grove-Martin Creek Lane Co.	August 6, 1980
Tawn Mar Constr. Co. No. 9064	Drews Reservoir Lake Co.	August 6, 1980
W. R. Grasle Co. No. 9069	Scholls Hwy. @ SW 121st Ave. (Tigard) Washington Co.	August 6, 1980

August 6, 1980

C. T. Keasey
Asst. State Highway Engineer

#7014

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: August 5, 1980

FROM: C. T. Kenser
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of August 6, 1980.

Contract	9064	On Site Work Substantially Completed	5-1-80
All Work Completed	7-23-80		
Project	Drews Reservoir		
Highway	Klamath Falls-Lakeview		
County	Lake		
Type of Work	Rock Production		
Contractor	Tawn Mar Construction Co.		

RDC:ep

cc: H. S. Coulter
R. D. Church

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
AUG 7 '80
REFER TO
FOR
Info. | Invest. | R/D | D/R | Sign | Act. | File

9064

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Drews Reservoir		WEEK ENDING: May 16, 1980
		SECTION PREFIX: 19-8329
HIGHWAY: Klamath Falls-Lakeview		COUNTY: Lake
NAME OF JOB: Drews Reservoir	KIND OF WORK: Rock Production	
CONTRACTOR: Tawn Mar Construction Co.	CONTRACT NUMBER: 9064	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: December 27, 1979	DATE WORK STARTED: March 25, 1980	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: May 31, 1980	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $94,786.54	ENGINEERING AUTHORIZATION: $8,278.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $82,488.00	ENGINEERING COST TO DATE: $6,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $82,038.85		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.54%	PERCENT OF AUTHORIZATION 74 %	May 5, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	3/4-1/2	1/2-1/4	1/2-0	1/4-10	
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			3.500	1,800	3,000	2,000	
TOTAL QUANTITIES CORRECTED TO DATE			3,385	1,879	3,174	2,078	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			3,385	1,879	3,174	2,078	
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

Kessey ___ Richards ___
Jackmond ___ Berg ___
Hopkins ___ Inloes ___
Williams ___ Widmer ___
Johnsen ___ Gebauer ___
Glenn ___ Church ___

RECEIVED
MAY 19 1980
CONSTRUCTION
BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	NO JOB ACTIVITY ALL WEEK
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed May 5, 1980.

Semi-Final data was submitted to Region on May 13, 1980.

FINAL REPORT

SIGNED Wayne Cobine LOCATION Klamath Falls

Wayne F. Cobine, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

1979 Parsnip Creek Rock Prod. 9065
on the Warner Hwy. East of
the City of Lakeview.

9065

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

8-6-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8971	Columbia River (Interstate) Bridge Multnomah Co., Oregon Clark Co., Washington	July 14, 1980
Jarl Construction, Inc. No. 8782	North Unit, Condon-Thirtymile Creek Gilliam Co.	July 15, 1980
R. L. Coats No. 8753	Baldock Slough-S. Baker Intchge. Baker Co.	July 18, 1980
Cascade Constr. Co., Inc. No. 8957	Lawnfield Rd.-Clackamas Hwy. Clackamas Co.	July 18, 1980
J. C. Compton Co. No. 8985	Carus Jct.-Woodburn-Estacada Hwy. Clackamas Co.	July 18, 1980
Cushing Bros., Inc. No. 9099	Dundee (S.W. 5th St.) Yamhill Co.	July 21, 1980
J. C. Compton Co. No. 8960	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	July 22, 1980
Holst Construction Co. No. 8842	Neal Creek Bridge Hood River Co.	July 24, 1980
A-1 Sandblasting & Steam-cleaning Co. No. 8714	Coos Bay (McCullough) Bridge Coos Co.	July 24, 1980
Hertz Electric, Inc. No. 9038	S. Ore. Ave. @ High School Entrance and Monroe St. @ Broadway Ave. (Burns) Harney Co.	July 24, 1980
Morse Bros. Inc. No. 8982	Corvallis/Newport Hwy. @ 19th St. (Philomath) Benton Co.	July 25, 1980
Cascade Constr. Co., Inc. No. 8923	Wilson River Hwy. Jct.-Vista Ridge Tunnel Washington and Multnomah Counties	July 29, 1980
Tawn Mar Constr. Co. No. 9065	Parsnip Creek Rock Production Lake Co.	July 29, 1980
L. W. Hembree Co. No. 8981	SW Capitol Hwy. @ SW Huber St. (Portland) Multnomah Co.	July 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
S. D. Spencer & Son No. 8003	Garden Valley Rd.-Fairgrounds Intchge. Douglas Co.	July 30, 1980
Hamilton Electric, Inc. No. 8966	Columbia River Hwy. @ Umatilla Br. Spur (Umatilla) Umatilla Co.	August 4, 1980
S. D. Spencer & Son No. 8501	Cottage Grove-Martin Creek Lane Co.	August 6, 1980
Tawn Mar Constr. Co. No. 9064	Drews Reservoir Lake Co.	August 6, 1980
W. R. Grasle Co. No. 9069	Scholls Hwy. @ SW 121st Ave. (Tigard) Washington Co.	August 6, 1980

August 6, 1980

C. T. Keasey
Asst. State Highway Engineer

9065

August 5, 1980

U. S. Fidelity & Guaranty Co.
P.O. Box 3459
Portland, OR 97208

CON 5
#9065

Gentlemen:

Contract No. 9065 awarded to Tawa Mtn Construction Co., for the Parsnip Creek Rock Production Project in Lake County was completed on July 23, 1980, and accepted by the State Highway Division on July 29, 1980.

Final payment in the amount of $3,179.90 will be released to the contractor after August 11, 1980. The total contract amount is $45,397.95 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jm

cc Tawa Mtn Construction Co.
1080 SLC Columbia River Highway
Kewi River, OR 97034

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Kacek
Dale Allen

9065

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Parsnip Creek		WEEK ENDING: June 13, 1980
		SECTION PREFIX: 19-8330
HIGHWAY: Warner		COUNTY: Lake
NAME OF JOB: Parsnip Creek	KIND OF WORK: Rock Production	
CONTRACTOR: Tawn Mar Construction Co.	CONTRACT NUMBER: 9065	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: December 27, 1979	DATE WORK STARTED: March 20, 1980	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: May 31, 1980	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 77,053.92	ENGINEERING AUTHORIZATION $ 6,729.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 67,001.00	ENGINEERING COST TO DATE $ 6,729.60	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 63,597.95		DATE PROJECT WAS COMPLETED: May 17, 1980
ESTIMATED PERCENT: UNDERRUN 5 %	PERCENT OF AUTHORIZATION 0 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE 3/4-0	OIL AND/OR PAVE. 1-1/4	MAT'L. PROD. 1-0	3-#10	
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			1,500 CY	1,000 CY	3,000 CY	2,600 CY	
TOTAL QUANTITIES CORRECTED TO DATE			1,379 CY	1,019 CY	2,868 CY	2,419 CY	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			1,379 CY	1,019 CY	2,868 CY	2,419 CY	
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			Completed	Completed	Completed	Completed	
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED*	HOURS DELAY	CAUSE OF DELAY
SUNDAY	8	Clear			
MONDAY	9	Clear			
TUESDAY	10	Prtly Cloudy			
WEDNESDAY	11	Prtly Cloudy			
THURSDAY	12	Showers			
FRIDAY	13	Cloudy			
SATURDAY	7	Prtly Cloudy			

RECEIVED
JUN 16 1980
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All work on the project has been completed.
The semi-final was submitted to Region on 6/6/80.

FINAL REPORT

SIGNED Walter Bartel LOCATION Klamath Falls

Walter Bartel, Asst. Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SR-F216

431

NARRATIVE REPORT

Parsnip Creek Rock Production
Warner Highway
Lake County

The Oregon Department of Transportation on December 27, 1979 accepted the bid of $67,001.00 from Tawn Mar Construction Co. for stockpiled aggregates.

The total project authorization including engineering, contingencies, and anticipated items was $77,053.92. The final project cost including engineering is $70,330 a 8.7 percent underrun.

Work began on March 19, 1980 when the contractor moved onto the project and began stripping the overburden from the planned development area. Stripping continued for about 3 days and 2 test pits later it was evident that sufficient quantity of rock was not available with the planned area. Therefore using the contractors drill, random borings were made around the vicinity, finally discovering a satisfactory quantity of material if it was on our property (No corners on our property previously set).

After locating government corners the south and east boundry lines were established and to our amazement some of the previously stockpiled materials and part of the previous pit were on BLM land. Contact was made with BLM and temporary extension of our material source was made and a free use permit was obtained for the stockpiled materials.

Finally on April 22 after moving the drills off the project and backon and straightening out the permits, the contractor began drilling in the new development area. The development area was drilled about 22 feet deep on 8 foot centers and the holes were loaded and the pit shot on April 29.

Parsnip Creek

The crusher was moved in and they were crushing the 3/4"-1/2", and 1/2"-0 by May 3. The crushing continued on the 3/4-1/2, and 1/2-0 until May 9 when they changed screens and began producing the 1/2-1/4, and 1/4-10 which was completed May 17.

Final cleanup of the source and acceptance was made May 22, 1980.

Wayne F. Cobine
Resident Engineer
6/4/80

1 Vorsteeg ✓
Anderson
2 Christensen
Olsen
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Terpin
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RECEIVED
JUN 16 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

1979 Antone Junction Rock 9066
Production, Ochoco Hwy. East of
the City of Mitchell.

9066

L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

5-1-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Electric, Inc. No. 8814	Crater Lake Hwy. @ Spring St. & McAndrews Road (Medford)	April 10, 1980
Riverbend Const. Co. No. 8696	SW 29th St.-Pendleton/John Day Hwy. (Pendleton)	April 15, 1980
Morse Bros., Inc. No. 9007	Eddyville-Cline Mt.	April 18, 1980
Tice Electric Co. No. 8861	Farmington Hwy. @ SW 170th Ave.	April 18, 1980
Sims Electric of Medford, Inc. No. 8956	N. 6th St. @ "A" St. (Grants Pass)	April 22, 1980
D Mc D Corporation No. 8760	Oxbow Section	April 22, 1980
R. L. Coats No. 8958	Fox-Beech Cr. Summit	April 30, 1980
Baker Redi-Mix, Inc. No. 8907	Boot Hill Cemetery-Dog Creek	April 30, 1980
Tawn Mar Const. Co. No. 9066	Antone Junction	April 30, 1980
Jarl Const., Inc. No. 8639	Rhea Road Reloc. Unit, John Day Hwy.-Heppner Hwy.	May 7, 1980

May 8, 1980

C. T. Keasey
Asst. State Highway Engineer

9066

May 6, 1980

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

CON 5
#9066

Gentlemen:

On May 5, 1980, we wrote to you concerning release of final payment on Contract No. 9066 awarded to Town Mar Construction Co., for Antoze Junction Rock Production Project of the Oshoco Highway in Wheeler County.

Final payment on this contract is $2,958.89 and the total contract amount is $59,172.26. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

cc: Town Mar Construction Co.
2636 Old Columbia River Highway
Hood River, OR 97034

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

9066

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: ANTONE JUNCTION ROCK PRODUCTION		WEEK ENDING: Apr. 1 14, 1980
		SECTION PREFIX: 35-8322
HIGHWAY: OCHOCO		COUNTY: WHEELER
NAME OF JOB: ANTONE JCT. ROCK PRODUCTION	KIND OF WORK: ROCK PRODUCTION	
CONTRACTOR: TAWN MAR CONSTRUCTION CO.	CONTRACT NUMBER: 9066	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: 12/27/79	DATE WORK STARTED: Feb 18, 1980	~~ESTIMATED~~ COMPLETION DATE: ~~MAY 31, 1980~~ Apr. 17, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $69,804.93	SPECIFIED COMPLETION DATE: MAY 31, 1980	PERCENT OF TIME ELAPSED: 66
EXCLUSIVE OF ENGINEERING: ~~$60,965.00~~ ~~$63,708.43~~	ENGINEERING AUTHORIZATION: $6,096.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $60,965.00 $59,466.97	ENGINEERING COST TO DATE: $4,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 7 %	PERCENT OF AUTHORIZATION . . . . . 74 %	DATE PROJECT WAS COMPLETED: Apr. 1 7, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	½ - 0	¼ - #10
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING	
MILES IN PROJECT								
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)						11,000 C.Y.	1,000 C.Y.	
TOTAL QUANTITIES CORRECTED TO DATE						10,705 C.Y.	995 C.Y.	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE						10,705 C.Y.	995 C.Y.	
AVERAGE DAILY QUANTITIES						0	0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						0	0	
NUMBER OF SHIFTS PER DAY						0	0	
HOURS PER SHIFT						0	0	

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
APR 23 1980
CONSTRUCTION BRANCH

Kessey, Redmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Submitted To Region April 14, 1960.

Final Weekly Report.

RECEIVED
[illegible]
BRANCH

SIGNED H W Robertson LOCATION Bend, 97701
W. W. Robertson

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

. 1979 S.E. Powell Blvd. at S.E. 9068
. 122nd Ave. , Mt. Hood Hwy.
. (Traffic signal installation)

C&A 7383 1/21/81

STATE COPY

9068

cy: State (H S Coulter)

5 - 26

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
5-1-81	William C. Farr, FHWA Engr. Trainee	HES-24(18)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
9-10-80	12-16-80	122 %	200 C.D.

APPROVED EXTENSIONS	LOCATION
--	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE. POWELL BLVD. @ SE. 122nd AVENUE
MT. HOOD HIGHWAY
Signal

This project provided for the upgrading of an existing pretimed three-phase signal to a fully traffic activated multiphased signal. A contract in the amount of $40,854.50 was awarded Hamilton Electric, Inc., on December 27, 1979. Work began on June 9, 1980 and was completed in reasonably close conformance with the approved plans and specifications on September 10, 1980 at a final estimated cost of $37,473, which includes $376.08 for changes and a credit of $2,795 for liquidated damages. The final engineering cost is estimated to be $3,750.

Liquidated damages of $2,795 were assessed for the 43 calendar day overrun in the contract time.

All materials incorporated into the work found to meet specification requirements.

Acceptance of the contract work is recommended.

RECEIVED
STATE HWY ENGR
MAY 27 '81
REFER TO
FOR
Info | Lmwks | R/D | D/R | Signs | Sgt | File

cy to: 5-27-81

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5/26/81	TITLE Field Operations Engineer	DATE 5/26/81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#7068

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 27, 1981

In Reply Refer to
File No. CON 5 #9068

Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97440

NOTED
H.S. COULTER

Re: Time Extension Request
S.E. Powell Blvd. @ S.E. 122nd Ave.
Contract No. 9068

Gentlemen:

We have reviewed your request for additional contract time on the above project. Your request must be denied. Late delivery of specification material or equipment is not a bona fide reason for additional contract time.

Sincerely,

for C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter (w/att.)
Ed Hardt "
Willard Hoffman "

RECEIVED
STATE HWY ENGR
APR 27 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-9122

FORM 81-734-3030

RECEIVED
APR 24 1981
CONSTRUCTION BRANCH

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EEO

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97266

21 April 1981

FILE:

FROM: W.E. Hoffman
Resident Engineer

TO: Ed Hardt
Region Engineer

SUBJECT: Contractor Request for Time Extension
S.E. Powell Blvd. @ S.E. 122nd Ave. Contract: 9068

The attached extension request is based on a delay in material deliveries. Particularly in the replacement of a faulty controller.

Delay in material deliveries is not normally considered a ground for extension. I see no extenuating circumstances in this case.

I recommend rejection of the request.

W.E. Hoffman

Res. Engr.

DE RE RME ME DE
TE RECEIVED from
UE APR 1981 RSC
SO REGION 1 RBI
TU

cc: O.B. Jackman - will attach (original)
I agree with Bill Hoffman; there doesn't seem to be any basis within our specifications to grant any time extension.
Marion Croft
4-23-81

4-27-81
CTK -
I agree with Region & Resident.
Recommend request be denied.
OMG

4068

February 23, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

COM 5
#9068

Gentlemen:

On December 18, 1980, we wrote to you concerning release of final payment on Contract No. 9265 awarded to Hamilton Electric, Inc. for traffic signal installation on the S. E. Powell Blvd. at S. E. 122nd Avenue Section of the Mt. Hood Highway in Multnomah County.

The total contract amount is $37,347.00 including $376.00 for work performed under force account.

Sincerely,

Robert W. Germeau
COMMISSION SERVICES

jaa
cc: Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
E. L. Hardt

#9068

January 21, 1981

Multnomah County Engineer
2115 S.E. Morrison
Portland, OR 97214

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7383

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the installation and maintenance of traffic signals on Powell Boulevard at 122nd Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gorman
CONSULTING SERVICES

mm
Attachment

bc: Don Harwell (agreement attached)

9068

File L.

REPORT OF ACTION UNDER-DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Willamette Western Corp. No. 9072	SE 132nd Ave.-SE 142nd Ave. Clackamas County	December 12, 1980
Ray Wells, Inc. No. 9169	Yachats (7th St.) Lincoln County	December 12, 1980
Hensel Phelps Construction Co. No. 8519	S. Banfield Intchge.(NE Halsey St. U'Xing & Banfield Freeway O'Xing.) Multnomah County	December 16, 1980
Hamilton Electric Inc. No. 9068	SE Powell Blvd. @ SE 122nd Ave. Multnomah County	December 16, 1980
Wildish Corvallis Const. Co. No. 9113	Court Way W.-Jackson St. W. (Monmouth) Polk County	December 22, 1980
Clarke Electric Co. No. 8851	S. 3rd St.@ Wilson Ave. (Bend) Deschutes County	December 24, 1980
Western Construction Co. No. 9141	Jordan Valley-Idaho State Line Malheur County	December 30, 1980
Stach Construction Co. No. 9134	Hart Lake Bridges Lake County	December 30, 1980
Douglas S. Coats, Inc. No. 9135	Greenwood St.-Alamo St.(Enterprise) Wallowa County	January 9, 1981
Cascade Const. Co., Inc. No. 8992	SE Crystal Springs Blvd.-SE Glenwood St. Multnomah County	January 13, 1981

January 14, 1981

C. T. Keasey
Asst. State Highway Engineer

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.E. Powell Blvd. @ S.E. 122nd Ave.		WEEK ENDING: Nov. 15, 1980
		SECTION PREFIX: 026-1009
HIGHWAY: Mt. Hood		COUNTY: Multnomah
NAME OF JOB: S.E. Powell Blvd @ S.E. 122nd Ave.	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 9068	FEDERAL AID PROJECT NUMBER: HES-24(18)
DATE OF CONTRACT: Dec. 27, 1979	DATE WORK STARTED: June 9, 1980	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 243
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 122
PROJECT AUTHORIZATION: $ 49,045.50	ENGINEERING AUTHORIZATION $ 4,283.45	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 44,762.05	ENGINEERING COST TO DATE $ 3000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 44,762.05		DATE PROJECT WAS COMPLETED: Sept. 10, 1980
ESTIMATED PERCENT OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 70%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Fair	0		
TUESDAY	Fair	0		
WEDNESDAY	Fair	0		
THURSDAY	Fair	0		
FRIDAY	Rain	0		
SATURDAY		0		

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn

RECEIVED
NOV 17 1980
CONSTRUCTION BRANCH

Richards, Berg, Inloes, Widmer, Gebauer, Church

	GENERAL DESCRIPTION — CTIVITIES FOR THE WEEK
SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

Office Work on the Semi Final

SIGNED W.E. Hoffman LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9.18

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-11-80

FEDERAL AID PROJECT NO.: ES-24(18)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90170

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 25 '80
REFER TO
Moehring
FOR
Info | Invest | D/O | D/E | Sys | Act | File

9-25 orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
11/28/79	7/11/80	Primary 24
		STATE ROUTE NUMBER: Primary 26

GENERAL LOCATION:

SE Powell Blvd. at SE 122nd Ave.

GENERAL DESCRIPTION OF WORK:

Patch over deteriorated pavement to protect loop detectors

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 7/11/80, as requested in Mr. Keasey's letter of 9/10/80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $1,750 Federal Funds $1,575.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7/11/80	G. K. Hammer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-453

OMB No. 04-R2089

7068

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 1-78	**FEDERAL-AID PROJECT AGREEMENT**	County: Multnomah
		Project No.: HES-24(18)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, Powell Blvd. @ S.E. 122nd Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-17-79	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	11-28-79	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 53,159.00	$ 47,843.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By W. H. Wheeler Jr.

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JAN 17 1980

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, January 4, 1980

Federal Aid Project
No. HES-24(18)

S.E. Powell Blvd. at S.E. 122nd Ave.
Mt. Hood Highway
Multnomah County

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 5,350.00
Type Code Y031			
Traffic Signal			
Temporary Protection and Direction of Traffic	All Required		$ 659.00
Temporary Signs	193 Sq.Ft.	$4.50	868.50
Flagmen	40 Hour	5.00	200.00
Traffic Signal Installation, Complete	All Required		39,127.00
			$40,854.50
Anticipated Items			
Permanent Pavement Striping	All Required		$ 900.00
	Subtotal		$41,754.50
	Engineering		4,974.50
	Engineering		1,080.00
	Total		$47,809.00

Length of Project - - - - - - - - - - - - - - - - 0.00 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,350	$ 4,815	$ 535
Traffic Signal	47,809	43,028	4,781
Total	$53,159	$47,843	$5,316

Group 1 100%
Contract No. 9068
Prefix: 26-1916
Prefix: 26-1009

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

1068

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-28-79

FEDERAL AID PROJECT NO.: [illegible]S-24(18)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.:

ITEM NO.: 90170

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 - '79
REFER TO
Engineering
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
11-28-79	11-28-79	Primary 24	Primary 26

GENERAL LOCATION:

Powell Blvd at SE 122nd Avenue

GENERAL DESCRIPTION OF WORK:

Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☑ OTHER (Specify) Permanent Pavement Striping S.F. $900

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 11-26-79 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $47,114 Federal Funds $42,212.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-28-79	G. K. Haasner	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-63) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—741-918

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-17-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-24(18)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90170

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 25 '79

4-25 orig to Moehring

REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-17-79	Primary 24	Primary 26

GENERAL LOCATION:
Powell Blvd. at S.E. 122nd Avenue

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 5, 1979 you are authorized to proceed with the above work for a TEC of $5,350 with Federal Funds not to exceed $4,815.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-17-79	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

April 5, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: E. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90170
Project No. HES-24(10)
Powell Blvd. @ S.E. 122nd Ave. Sec.
Multnomah County

Attached data consists of PR-1 forms with project maps, project request, project investigation report, collision diagrams, other traffic data, pictures and sketch maps.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $5,350 with an obligation of $4,815 in Federal funds.

This project ranks 14 on the "Statewide Rural Priority List" submitted on September 20, 1978.

DRH:dmc
Attachments
cc: L. E. George
E. L. Hardt, Reg. 1
R. H. Pothman, Metro
Max Klotz, Metro
Jon Rose, Metro

1979 Scholls Hwy. at S.W. 121st Ave Sec. in Tigard. (Traffic signal installation) 9069

CIA 6738 1-25-79

90169

August 12, 1980

American Insurance Company
Attn: Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CCM 5
Contract #9069

Gentlemen:

On August 7, 1980, we wrote to you concerning release of final payment on Contract No. 9069 awarded to W. R. Grocle Co. for traffic signal installation on Scholls Highway at Southwest 121st Avenue in Tigard in Washington County.

Final payment on this contract is $1,775.54 and the total contract amount is $35,495.60. No work was performed under force account.

Sincerely,

Robert W. Gernmon
COMMISSION SERVICES

dmg

cc: W. R. Grocle Co.
437 N.W. 16th Avenue
Portland, OR 97209

Fred S. James & Co. of Oregon
111 S.W. Columbia
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8971	Columbia River (Interstate) Bridge Multnomah Co., Oregon Clark Co., Washington	July 14, 1980
Jarl Construction, Inc. No. 8782	North Unit, Condon-Thirtymile Creek Gilliam Co.	July 15, 1980
R. L. Coats No. 8753	Baldock Slough-S. Baker Intchge. Baker Co.	July 18, 1980
Cascade Constr. Co., Inc. No. 8957	Lawnfield Rd.-Clackamas Hwy. Clackamas Co.	July 18, 1980
J. C. Compton Co. No. 8985	Carus Jct.-Woodburn-Estacada Hwy. Clackamas Co.	July 18, 1980
Cushing Bros., Inc. No. 9099	Dundee (S.W. 5th St.) Yamhill Co.	July 21, 1980
J. C. Compton Co. No. 8960	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	July 22, 1980
Holst Construction Co. No. 8842	Neal Creek Bridge Hood River Co.	July 24, 1980
A-1 Sandblasting & Steam-cleaning Co. No. 8714	Coos Bay (McCullough) Bridge Coos Co.	July 24, 1980
Hertz Electric, Inc. No. 9038	S. Ore. Ave. @ High School Entrance and Monroe St. @ Broadway Ave. (Burns) Harney Co.	July 24, 1980
Morse Bros. Inc. No. 8982	Corvallis/Newport Hwy. @ 19th St. (Philomath) Benton Co.	July 25, 1980
Cascade Constr. Co., Inc. No. 8923	Wilson River Hwy. Jct.-Vista Ridge Tunnel Washington and Multnomah Counties	July 29, 1980
Tawn Mar Constr. Co. No. 9065	Parsnip Creek Rock Production Lake Co.	July 29, 1980
L. W. Hembree Co. No. 8981	SW Capitol Hwy. @ SW Huber St. (Portland) Multnomah Co.	July 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
S. D. Spencer & Son No. 8003	Garden Valley Rd.-Fairgrounds Intchge. Douglas Co.	July 30, 1980
Hamilton Electric, Inc. No. 8966	Columbia River Hwy. @ Umatilla Br. Spur (Umatilla) Umatilla Co.	August 4, 1980
S. D. Spencer & Son No. 8501	Cottage Grove-Martin Creek Lane Co.	August 6, 1980
Tawn Mar Constr. Co. No. 9064	Drews Reservoir Lake Co.	August 6, 1980
W. R. Grasle Co. No. 9069	Scholls Hwy. @ SW 121st Ave. (Tigard) Washington Co.	August 6, 1980

August 6, 1980

C. T. Keasey
Asst. State Highway Engineer

9069 6-12-80 143

NARRATIVE REPORT

Scholls Hwy. @ 121st Ave. (Tigard)
Scholls Highway Washington County
Contract: ~~9096~~ 9069 State Project

This was a State Project. The contract was awarded to W.P. Grasle Co. on January 14, 1980. Work was started on February 20, 1980 and completed on April 23, 1980. The specified completion time on this project was 90 calendar days with 89 days used to complete the project.

The project consisted of a five phase signal installation at the intersection of the Scholls Highway, a State Secondary Highway and S.W. 121st Avenue, lying within the corporate limits of the City of Tigard. The state furnished, without cost to the contractor, a five phase controller complete with Type P cabinet and anchor bolts, and all auxiliary equipment including loop amplifiers and "Opticom" phase selection harness. Also furnished were four steel strain poles complete with anchors.

The funding of this project was by, Portland Fixture Company and L.B. Nelson Construction Corporation.

No unusual problems were encountered during the course of work. The location of strain pole #4 in the southeast quadrant was shifted slightly to avid conflict with a water main.

There weren't any unanticipated change orders necessary to complete the project.

There weren't any traffic problems encountered during the course of work.

The project was completed with an underrrun of 15% of the project authorization.

Do not anticipate any claims against the project.

Versteeg ✓
Anderson
Christensen
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
JUN 12 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

9[illegible]9

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

Scholls Hwy. at SW 121st Ave. (Tigard) | 5-24-80

SECTION PREFIX: [illegible]

HIGHWAY: Scholls | COUNTY: Washington

NAME OF JOB: Scholls Hwy. at SW 121st Ave.(Tigard)

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: W. P. Grasle Co.

CONTRACT NUMBER: 9269

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: January 14, 1980

DATE WORK STARTED:

ESTIMATED COMPLETION DATE: 4/80

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS 90

WORK DAYS USED:

CALENDAR DAYS USED 89

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $ 65,014.25

EXCLUSIVE OF ENGINEERING: $ 59,336.15

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 59,336.15

ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %

ENGINEERING AUTHORIZATION: $ 5,678.10

ENGINEERING COST TO DATE: $ 5,300.00

PERCENT OF AUTHORIZATION: 93 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

DATE PROJECT WAS COMPLETED: 4-23-80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signal 100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	No time charged			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
MAY 28 1980
CONSTRUCTION BRANCH

Kessey, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnson, Gebauer, Glenn, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Job completed on 4-23-80. Second notification sent in at that time. Semi-final sent in on 5-21-80. This is the last weekly report.

Construction
Region
File

SIGNED J. W. Cobb LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#7069

Room 222 378-6558

January 7, 1980

Russell F. Torbeck
Coos County Surveyor
Room 315, Courthouse
Coquille, OR 97423

Dear Mr. Torbeck:

Attached are copies of Book 645, Page 3, showing a tie for section corner common to Sections 13, 14, 23 and 24, T. 23 S., Range 13 W., W.M., as you requested in your recent letter to Don Harwell.

You will notice the tie is from the highway centerline as shown on map 2B-25-14, but does not identify the type of monument or marker found at the section corner. We have been unable to locate any additional data on this corner.

Very truly yours,

W. H. Wakerling, P.L.S.
Right of Way Descriptions Engineer

WHW:cj
Attachment

cc: A. Shirley
Don Harwell (your file #DW)

Phyllis L. - please file in Coos County general

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PME ☑
JAN 7 1980
REFERRED TO
FOR
FILE: PM FA LG.

#7067

December 20, 1979

Cont 4

L. B. Nelson Construction Corp.
10255 S.W. Cometa Drive
Beaverton, Oregon 97005

Attn: Mr. Tom Hollenbeck
Project Supervisor

Portland Fixture Company
330 N.W. 5th Avenue
Portland, Oregon 97209

Attn: Mr. Cy Penn

City of Tigard
City Hall
Tigard, Oregon 97223

Attn: Doris Hurtig
City Recorder

Gentlemen:

On December 20, 1979 a satisfactory bid was received from Granite, W. R., Co., P.O. Box 4120, Portland, Oregon 97208 for installation of traffic signals on Pacific Highway at S.W. 121st (Tigard) Section. The advance deposit based on the estimated construction cost of their bid is as follows:

Bid Items	$36,996.00
Permanent Pavement Striping	700.00
State Furnished Traffic Signal Equipment	17,200.00
Signal Controller Testing (Engineering)	1,000.00
Final Pre-Emption Testing (Engineering)	800.00
4 1/2% Contingencies	2,556.13
10% Engineering	3,670.10
ESTIMATED TOTAL COST	$65,014.23

L. B. Nelson Construction Corporation's Advance Deposit:
24% of $65,014.23 = $15,603.42 or say $15,600.00

Portland Fixture Company's Advance Deposit:
76% of $65,014.23 = $49,410.82 or say $49,400.00

This project will be awarded upon receipt of your advance deposits, which should be in this office no later than January 11, 1980.

Received
1-14-80
Project Awarded.
Notified Jan.

Please make your check payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Dunn
Operations Programming Engineer

DEDmjf

bcc w/AD # 709: Jon Rose, Region N Federal Aid Engineer
Vern Stang - Please return completed AD # 709 when check is received from Portland Pictures Company and AD # 709A when check is received from L. B. Nelson Construction Corporation.

								2,383.38
	034	8251	199	00				57.50
	034	8251	199	10			2,441.18CR	2,441.18CR
	034	8251	594	00				
			** JOB TOTALS **		**		2,441.18CR**	**

LONELSONIINCPE SIGN121&SCHOLES CONT NO FA PROJ NOS STATE

	034	8254	191	00				123.61

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	034	8254	199	00				1,329.35
	034	8254	412	00		50.00	50.00	50.00
	034	8254	415	00		19.88	19.88	19.88
	034	8254	594	00		869.26CR	4,407.65CR	4,407.65CR
	034	8254	900	00				375.57
	034	8254	905	00		77.18	77.18	77.18
	034	8254	909	00			68.37	68.37
	034	8254	911	00		428.30	2,040.84	2,907.17
	034	8254	913	00			19.83	19.83
	034	8254	914	00		4.20	4.20	4.20
	034	8254	921	00		363.16	363.16	363.16
	034	8254	930	00		22.38	59.31	85.68
			** JOB TOTALS **			95.84 **	1,704.58CR**	1,016.35 **

CORNELIUS SIGNAL PROJECT CONT NO 8887 FA PROJ NOS STATE

	034	8256	201	00		2,159.22	11,984.28	11,984.28
	034	8256	204	00		107.96CR	599.21CR	599.21CR
	034	8256	594	00		601.39CR	1,245.52CR	1,245.52CR
	034	8256	900	01		309.60	1,219.81	1,674.48
	034	8256	914	00				293.68
	034	8256	915	00				15.53
	034	8256	920	00				12.17
			** JOB TOTALS **			1,759.47 **	11,359.36 **	12,135.41 **

BEAVERTON RENEWAL AGENCY CONT NO FA PROJ NOS STATE

	034	8258	199	00				4,960.00
	034	8258	594	00			4,640.00CR	4,640.00CR
			** JOB TOTALS **			**	4,640.00CR**	320.00 **

EMMERT INDUSTRIAL-MOVE WIRES CONT NO * FA PROJ NOS STATE

	034	8259	199	00				173.86
	034	8259	594	00		173.85CR	173.85CR	173.85CR
			** JOB TOTALS **			173.85CR**	173.85CR**	**

LK OSWEGO-SATE&B SIG CONTROLR CONT NO * FA PROJ NOS STATE

	034	8260	199	00				80.00
							80.00CR	80.00CR

	034	8251	594	00				
			** JOB TOTALS **			**	2,441.18CR**	

LONELSONINCPE SIGN121&SCHOLES CONT NO FA PROJ NOS STATE

	034	8254	191	00	123.61

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	034	8254	199	00			1,329.35
	034	8254	412	00	50.00	50.00	50.00
	034	8254	415	00	19.88	19.88	19.88
	034	8254	594	00	869.26CR	4,407.65CR	4,407.65CR
	034	8254	900	00			375.57
	034	8254	905	00	77.18	77.18	77.18
	034	8254	909	00		68.37	68.37
	034	8254	911	00	428.30	2,040.84	2,907.17
	034	8254	913	00		19.83	19.83
	034	8254	914	00	4.21	4.20	4.20
	034	8254	921	00	363.16	363.16	363.16
	034	8254	930	00	22.38	59.31	85.68
			** JOB TOTALS **		95.84 **	1,704.88CR**	1,016.35 **

CORNELIUS SIGNAL PROJECT CONT NO 8887 FA PROJ NOS STATE

	034	8256	201	00	2,159.22 11,984.28 11,984.28
	034	8256	204	00	107.96CR 599.21CR 599.21CR
	034	8256	594	00	601.39CR 1,245.52CR 1,245.52CR
	034	8256	900	01	309.60 1,219.81 1,674.48
	034	8256	914	00	293.68
	034	8256	915	00	15.53
	034	8256	920	00	12.17
			** JOB TOTALS **		1,759.47 ** 11,359.36 ** 12,135.41 **

BERVERTON RENEWAL AGENCY CONT NO FA PROJ NOS STATE

	034	8258	199	00	4,360.00
	034	8258	594	00	4,640.00CR 4,640.00CR
			** JOB TOTALS **		** 4,640.00CR** 320.00 **

EMMERT INDUSTRIAL-MOVE WIRES CONT NO & FA PROJ NOS STATE

	034	8259	199	00	173.85
	034	8259	594	00	173.85CR 173.85CR 173.85CR
			** JOB TOTALS **		173.85CR** 173.85CR** **

LK OSWEGO-SATE&B SIG CONTROLR CONT NO & FA PROJ NOS STATE

	034	8260	199	00	80.00
	034	8260	594	00	80.00CR 80.00CR
			** JOB TOTALS **		** 80.00CR** **

9069

January 23, 1979

City of Tigard
City Hall
Tigard, OR 97223

Attn: Doris Hartig
City Recorder

Mr. Cy Fenn
Portland Fixture Company
330 N.W. 5th Avenue
Portland, OR 97209

Mr. William M. Fink
Project Superintendent
L. B. Nelson Construction Corp.
10255 Canastoga Drive
Beaverton, OR 97005

MISC. CONTRACTS and AGREEMENTS No. 6738

Gentlemen:

Attached for your files is a fully executed copy of an agreement between the State of Oregon, Department of Transportation, Highway Division; the City of Tigard; the Portland Fixture Company; and L. B. Nelson Construction Corporation. This agreement covers installation of traffic signals on the Scholls Highway at S.W. 121st Avenue to accommodate a new development.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

G. W. Kand
CONSTRUCTION SERVICES

kbr

Attachment

bc: Gerald W. Wimer (agreement attached)

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: January 15, 1979

FROM: D. H. Moehring, Manager
Office of Project Management

SUBJECT: Traffic Signal Agreement
Scholls Highway

I have examined the file relating to the attached 4-party agreement and find that the traffic signal was originally requested by the Portland Fixture Company. A signal design for the Portland Fixture Company access would be 3-phase. At a later date, the L. B. Nelson Corporation desired a signal at the same location to serve the property on the opposite side of Scholls Highway. A signal design to serve both sides of the highway would need to be 5-phase.

The cost of a 5-phase signal was pro-rated so that the Portland Fixture Company would be paying for the total cost of a 3-phase signal and the L. B. Nelson Corporation would pay the difference between a 3-phase and a 5-phase signal. Both companies are in agreement on the financing, as is the City of Tigard.

I hesitate to start over and obligate one company or the other to handle the financing as it would consume considerable time to back up and restart the process. I would recommend that we go ahead and complete the deal as arranged in the agreement. In the meantime, we are writing a procedure to handle signal financing. It will probably take a month or two to get the procedure finalized, circulated and operational.

DHM:lml

NOTED
H.S.COULTER

APPROVED
E. S. Hunter
Date 1-17-79

cc Moehring
Hardt
1-17-79

RECEIVED
TECHNICAL SERVICES
JAN 16 '79
REFER TO
FOR
Info | Service | R/D | D/R | Sig. | Sgt | File

81-125-1307

Estimated Costs
Scholls Hwy at 121st Ave (Tigard)
Washington County

	Three Phase	Five Phase	Total
Preliminary Engineering	$ 3420.00	1080.00	$4500.00
Contract Cost	$36,480.00	$11520.00	48,000.00
Controller testing	650.00	$100.00	$750.00
Engineering	$5385.00	$1830.00	$7215.00
Total Project	$42,515.00	$13,450.00	$55,965

Three phase signal 76% of Project
Five phase signal 24% of Project

8/7/78

#8067

Form 81-734-3189

Oregon State Highway Division

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

L. B. Nelson Corp.

64 Willow Place

By: Menlo Park, CA 94025

(Official Capacity)

Order No. .....

Date January 4, 1979

Prefix and account number to which work is to be charged 34-8254

Description and Location of Work To Be Performed or Materials To Be Furnished:

To cover 2/8 of the cost of preliminary engineering work for signals at Scholls Ferry Road and S.W. 121st.

Estimate of Quantities and Cost

$1080.00

Basis of Payment:

- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 1080.00

Check # 6988
Deposit received by Secretary on 12/1/78

Authority from Requisitionist:

- ☒ Agreement dated Sept. 25, 1978 # 6738
- ☐ Letter to ..... date .....
- ☐ Oral request to ..... date .....

Department Authority:

- ☐ Order of State Highway Engineer
- ☒ Head of branch or section issuing order

Field information submitted by C. T. Flink in letter dated .....

Expected date of completion of work or delivery of materials unknown

Superintendent or engineer responsible for performance of work and submission of information for billing C. T. Flink

Record of billing requests:

Number			
Date			
Amount			

Instructions: Section head or staff engineer approving order will send original copy to Project Management and will retain duplicate copy. He will also send copies to interested region engineer, resident engineer and/or district engineer.

SP*19713-734

CC: M. Holmes, Project Management
Permits

Order prepared by Highway Maintenance Section

Signed C. T. Flink

C. T. Flink - Assistant District Engineer

Form 81-734-3189

Oregon State Highway Division

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

L. B. Nelson Corp.

64 Willow Place

By: Menlo Park, CA 94025

(Official Capacity)

Order No. .....

Date January 4, 1979

Prefix and account number to which work is to be charged 34-8254

Description and Location of Work To Be Performed or Materials To Be Furnished:

To cover 24% of the cost of preliminary engineering work for signals at Scholls Ferry Road and S.W. 121st.

Estimate of Quantities and Cost

$1080.00

Basis of Payment:

- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 1080.00

Check # 6988
Deposit received by Secretary on 12/1/78

Authority from Requisitionist:

- ☒ Agreement dated Sept. 25, 1978 # 6738
- ☐ Letter to ....., date .....
- ☐ Oral request to ....., date .....

Department Authority:

- ☐ Order of State Highway Engineer
- ☒ Head of branch or section issuing order

Field information submitted by C. T. Flink in letter dated .....

Expected date of completion of work or delivery of materials unknown

Superintendent or engineer responsible for performance of work and submission of information for billing C. T. Flink

Record of billing requests:

Number			
Date			
Amount			

Instructions: Section head or staff engineer approving order will send original copy to Project Management and will retain duplicate copy. He will also send copies to interested region engineer, resident engineer and/or district engineer.

SP 19713-734

cc: M. Holmes, Project Management
Permits

Order prepared by Highway Maintenance Section

Signed C. T. Flink

C. T. Flink - Assistant District Engineer

Form 81-734-3189

Oregon State Highway Division

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Portland Fixture Co.
338 N.W. 5th. Ave.
Portland, Or. 97209

Order No. .....

Date January 5, 1979

By: Cy Penn - Agent for Mercury Development

(Official Capacity)

Prefix and account number to which work is to be charged 34-8254

Description and Location of Work To Be Performed or Materials To Be Furnished:

To cover 76% of preliminary engineering cost for signals at Scholls Fry rd. @ S.W. 121st.

Portland Fixture Co. and Mr. Roger Belanich have agreed between themselves to share the 76% cost as set forth in agreement #6738 between L. B. Nelson Corp. and Portland Fixture Co.

Estimate of Quantities and Cost

$ 5,384.50

Roger Belanich - Check # 1160 - $ 1,468.14
Portland Fixture Co.-Check #404- 3,916.36

Amount of advance deposit (if any) $.....

Deposit received by Secretary on 1-05-79

Basis of Payment:

- ☐ Monthly payments
- ☐ Single payment on completion of work
- ☐ Other basis as follows:

Authority from Requisitionist:

- ☒ Agreement dated Sept. 25, 1978
- ☐ Letter to ....., date .....
- ☐ Oral request to ....., date .....

Department Authority:

- ☐ Order of State Highway Engineer
- ☒ Head of branch or section issuing order

Field information submitted by ..... in letter dated .....

Expected date of completion of work or delivery of materials Unknown

Superintendent or engineer responsible for performance of work and submission of information for billing C. T. Flink

Record of billing requests:

Number . . .			
Date			
Amount . . .			

Instructions: Section head or staff engineer approving order will send original copy to Project Management and will retain duplicate copy. He will also send copies to interested region engineer, resident engineer and/or district engineer.

Order prepared by Hwy. Maintenance Section

Signed C. T. Flink

C. T. Flink - Asst. Dist. Eng.

SP-19713-734

1979 Pacific Hwy. West at Springbrook Street Sec.in Newberg. (Traffic sig. installation) 9070

CQa 7169 11-16-79

9070

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

10 - 8 - 80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

O. B. Fahrmond

For C. T. Keasey
Asst. State Highway Engineer

#9070

September 25, 1980

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1215
Tacoma, WA 98401

CON 3
#9070

Gentlemen:

Contract No. 9070 awarded to Hamilton Electric, Inc. for traffic signal installation on the Pacific Highway West at Springbrook Street in Newberg, Yamhill County, was completed on August 27, 1980, and accepted by the State Highway Division on September 22, 1980.

Final payment in the amount of $1,817.63 will be released to the contractor after September 30, 1980. The total contract amount is $36,352.86 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

bkr

cc: United Pacific Insurance Co.
P. O. Box 1785
Eugene, OR 97440

Hamilton Electric, Inc.
P. O. Box 706
Eugene, OR 97440

bc: C. T. Kassey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

9070

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 17, 1980

In Reply Refer to
File No.: CON 5 #9070

Hamilton Electric, Inc.
Post Office Box 708
Eugene, OR 97440

Re: Time Extension Request
Pacific Hwy. W. @ Springbrook
(Newberg)
Contract No. 9070

Gentlemen:

Careful review and consideration has been given to your request for additional contract time on the above project. The reason given in your request for additional contract time was nonperformance by one of your material suppliers; that a new employee of the material supplier had misplaced your purchase order.

Section 108.09 of the contract Standard Specifications sets forth the conditions governing additional contract time. Additional contract time is to be granted for certain bona fide reasons beyond the control of the contractor. The furnishing of materials is deemed to be under and within the control of the contractor. Your request for additional contract time on this project due to nonperformance is denied since it is not a bona fide reason beyond your control. The matter of liability for nonperformance or late performance by a contractor's supplier is a contractual matter between the contractor and his supplier.

If you wish further review of this matter, or if you wish to present additional data, please contact Resident Engineer Mueller.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
C. O. Fredrickson
Warren Mueller
Robert Church

RECEIVED
STATE HWY ENGR
SEP 17 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9070

FORM 81-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PAC. HWY. W. @ SPRINGBROOK ST. (NEWBERG)		WEEK ENDING: 8/2/80
		SECTION PREFIX: 36-1122
HIGHWAY: PACIFIC WEST		COUNTY: YAMHILL
NAME OF JOB: PAC. HWY. W. @ SPRINGBROOK ST. (NEWBERG)	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR: HAMILTON ELECTRIC, INC.	CONTRACT NUMBER: 9070	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: 1/3/80	DATE WORK STARTED: 3/4/80	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS: 90	WORK DAYS USED CALENDAR DAYS USED: 114
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 126
PROJECT AUTHORIZATION: $ 72,574.68	ENGINEERING AUTHORIZATION: $ 6,338.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 85
EXCLUSIVE OF ENGINEERING: $ 66,236.28	ENGINEERING COST TO DATE: $ 5,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 85
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 66,236.28		DATE PROJECT WAS COMPLETED: 5/7/80
ESTIMATED PERCENT OVERRUN / UNDERRUN: ____%	PERCENT OF AUTHORIZATION: 79 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
N/A							

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	PROJECT COMPLETE			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
AUG 6 1980
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED 5/7/80

SEMI-FINAL SUBMITTED TO REGION

LAST REPORT

SIGNED Warren E Mueller LOCATION SALEM

WARREN E. MUELLER RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F215

9070 7-20-70 Newberg

PACIFIC HWY. W. @ SPRINGBROOK ST. (NEWBERG)
YAMHILL COUNTY CONTRACT# 9070
PROJECT NARRATIVE

This project was scheduled to be conpleted in 90 calendar days. Bids were let on December 20, 1979, awarded on January 3,1980 and the work day count started January 15, 1980 with work to be completed April 14, 1980. It was hoped that the woak could be completed for the opening of a new Shopping Center near Easter Sunday.

The contractor started with installation of Signs on March 4, 1980.

Pole Bases were excavated and foundations poured, Loops were cut and installed, and span wire was pulled across the street by April 1, 1980. Leaving 13 days to hang the heads and complete the project. The contractor expected that the heads would be delivered any day, but by April 14 they still had not arrived.

On April 22 I found out from the contractor that their supplier of the heads could not supply them. It seems that the Signal Manufacturer was requiring that the supplier pay for the equipment before delivery and now delivery would be set back several weeks.

I called nad discussed with Region the possibility of the State furnishing the contractor with the equipment. This was approved by Construction and Traffic with the provision that the contractor replace the borrowed equipment.

We drew the signal heads and associated equipment at the Salem Storeroom. Upon arrival at the job site we opened the packages and of 4 heads only one was the correct size although the lable on the package was what we wanted.

So with several trips to the storeroom the exchange and pick up missing items the signal was turned on May 7, 1980, 24 days after specified completion date.

Soon there after and for about a week we were flooded with calls that the signal was malfunctioning. Upon arriving at the intersection no problem could be observed.

I discussed the problem with the Newberg Police Chief and Fire Chief along with a State Policeman who claimed he had seen a malfunction. It was surprizing to find that they did not know that the loops in the street comtrolled the signal, hopefully I thought this would stop the complaints but they continued. Finally the Electrical Shop replaced the controller, this stopped the calls. The State had furnished the original controller.

Where we have a project that is to be completed by a specified early date we should supply all the equipment not just part as on this project.

Warren E. Mueller

WARREN E. MUELLER
RESIDENT ENGINEER

STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION: PAC. HWY. W. @ SPRINGBROOK ST. (NEWBERG)
HIGHWAY: PACIFIC WEST
COUNTY: YAMHILL

CONTRACT #: 9070
PREFIX #: 36-1122
F.A.P. #: STATE

Item	Contract Amount	Semi-Final Amount	%(+ or -)
Bid Items	$ 41,974.00	41,974.00	0
Anticipated Items	21,410.00	23,010.00	+7
Contingencies	2,852.28	0.0	-100
Engineering	6,338.40	3,657.00	-42
Liquidated Damages		-1,430.00	
Total	$ 72,574.68	67,211.00	-7

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Quantity	Final Quantity	%(+ or -)

No Substantial Cost Overruns, or Underruns.

1 Verstoeg ✓
Anderson
2 Christen Doc
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
JUL 30 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

9070

L.

MDI MERCURY DEVELOPMENT, Inc.

Development • Management
338 N. W. 5th Avenue
Phone (503) 223-2108 • P. O. Box 5487 • Portland, Oregon 97228

June 6, 1980

REGION 2 ENGINEER
RECEIVED
JUN 10 1980
RLE RDE RE RCE RME RTE ROE UTE GEO RSO ENV RFE

A-dec
P.O. Box 11[illegible]
Newberg, Oregon 97132

Attn: Mr. Ken Austin,
President

Re: Springbrook Rd. - Signal Light

Dear Ken:

Thank you for mailing to me a copy of your letter of April 15, 1980, directed to Mr. C.O. Fredrickson of the State Highway Dept.

Your statement to Mr. Fredrickson and I quote, "Many times people make lots of noise when they need something but never make a sound when they get something."

The owners of Springbrook Plaza Shopping Center needed that traffic light very much, and I would like to thank you personally for the special efforts that you put forth in doing what appeared to be the impossible.

Our initiative was motivated by a business interest, but it is obvious that your motivation was for the benefit of the tenants, employees of the A-dec Technical Park 1 and the general welfare of the citizens of the City of Newberg.

As an agent for the owners of the Springbrook Plaza Shopping Center, I thank you for your unselfish position in solving our problem and thank you for the opportunity of participating with you in securing the signal light at Springbrook Rd. and 99W, Newberg, Oregon.

Very truly yours,

MERCURY DEVELOPMENT, INC.
Agents for the owners

H.M. Blount

[redacted]

HMG:klr
cc: C.O. Fredrickson
Governor Victor Atiyeh
Elvern Hall, Mayor of Newberg
Howard Marugg
Bill Vaughan

RECEIVED
STATE HWY ENGR
JUN 11 '80
REFER TO
FOR
Insp Insp Rel/D D/R Sgn Act Fle

Member, International Council of Shopping Centers

REALTOR®

-7070

December 20, 1979

COM 4

City of Newberg
City Hall
Newberg, Oregon 97115

Attn: H. C. Gilbert
City Recorder

Gentlemen:

On December 20, 1979 a satisfactory bid was received from Hamilton Electric Inc., P.O. Box 728, Eugene, Oregon 97440 for installation of traffic signals on the Pacific Highway West at Springbrook Street. The advance deposit based on the estimated construction cost of their bid is as follows:

Bid Items	$43,974.00
Permanent Pavement Striping	$ 1,000.00
State Furnished Traffic Signal Equipment	20,420.00
4 1/2% Contingencies	2,887.20
10% Engineering	4,338.40
ESTIMATED TOTAL COST	$72,574.60

City's Advance Deposit: $30,000.00

This project will be worked upon receipt of your advance deposit, which should be in this office no later than January 11, 1980.

Please make your check for $30,000, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Dunn
Operations Programming Engineer

DED:gf

bcc w/AD # 708: Phil Stearns, Region 2 Federal Aid Engineer
Vern Storey - Please return completed AD # 708 when check is received.

November 16, 1979

AGR 4-1

City of Newberg
City Hall
Newberg, OR 97132

Attention: M. C. Gilbert
City Recorder

MISC. CONTRACTS and
AGREEMENTS NO. 7169

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of traffic signals on the Pacific Highway West at Springbrook Street in Newberg.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Read
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

9070

1-W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 18, 1979

Salem, Oregon

FILE:

FROM: Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Proposed Springbrook Signal
City of Newberg
Pacific Hwy West

TO: D. E. Swan
OPERATIONS PROGRAMMING ENGINEER

The proposed Springbrook signal requires raised islands according to the attached October 8, 1979, letter from Traffic Engineer L. E. George. Present plans call for contracting that signal in December .

The islands more logically should be included in the Middlebrook St.-Pacific Hwy W. (Newberg) Section of Springbrook St. FAU Project 5885 presently scheduled for contracting in March of 1980. However, the islands should not be charged to the FAU project. Please make certain the islands are charged to the signal project. I discussed this with Cliff Laux and Bill Cole both of whom are familiar and indicated agreement subject to receipt of this letter.

For the record Region also requests concrete islands and not landscape islands even though the landscaped islands are initially less expensive. This request came from District Engineer, Rick Kuehn, who wants to avoid the expense of landscape maintenance on these isolated small islands.

GW/rgb
cc: L. E. George
Bill Cole
Phil Stearns
Loren Weber
Warren Mueller

REFERRED TO
Board ___ Stoudamayer ___
Cole ___ Sample ___
Eriksen ___ Watson ___
Hager ___ Dorn ___ Lau ___
Return ___ Discuss ___ Do ___ File Copy ___ Due ___
BY FINAL DESIGN ENGINEER

Bill - file copy on each proposed S.B.

Versteeg ___
Anderson ___
Christensen ___
Olson ___
Sullivan ___
Terpin ___
Trau ___
Waiserlig ___

RECEIVED
OCT 19 1979
ROAD DESIGN SECTION

2 Cole ___
Do Not File ☐
Return To ___
Bring To ___
Action ___

1010

CITY OF NEWBERG 1893 OREGON

CITY OF NEWBERG

414 E. First Street
Newberg, OR 97132

October 11, 1979

REGION 2 ENGINEER
RECEIVED
OCT 12 1979
RLE RE RCE RME RTE RBE ULE GEO RRO ENV BPE

Mr. Philip Stearns
Region Federal Aid Engineer
Department of Transportation
2960 E. State St.
Salem Oregon 97310

Dear Mr. Sterns:

Herewith please find copy of Resolution #79-800 and three copies of agreement for installation of traffic signal at 99W and Springbrook Street.

Sincerely,

M. C. Gilbert
City Administrator

MCG/bjm

Enclosure

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
OCT 19 1979
REFERRED TO _____
FOR _____
FILE: PM FA LG.

9076 C

File No. 1-W
Rd. No. 1W M.P. 22.06
City of
Streets
Rural Urban

Highway - Traffic 378-6537

C. O. Fredrickson
Region II Engineer

October 8, 1979

L. E. George
Traffic Engineer

Tentative
Signal - Dec 79
G & P - Feb 80

Proposed Signal Installation
Pacific Highway West at Springbrook Street
Yamhill County

The attached drawing shows the proposed design for the traffic signal at the above intersection. We looked at several alternate designs in an attempt to avoid placing poles in the island areas; however because of the geometry of the intersection, use of the island areas is necessary to provide the best control of both vehicular and pedestrian traffic.

We are proceeding with the signal design and plan on letting the signal contract as soon as possible. We should be able to make the December 20 letting if everything goes smoothly. The signal contract will include State-furnished poles and control equipment and will have a 90-calendar day completion time.

Since only a small amount of grading work is required for the islands and curbs, we feel this work should be included as part of the Springbrook Street widening project. This will require providing temporary protection for the poles until the island and curb work can be completed.

In order to contract the signal project in December, the project request and related paper work will have to be processed and the necessary field data collected as soon as possible.

RECEIVED
OCT 15 1979
ROAD DESIGN SECTION

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

NOTED
VERNON L. TABERY

JII:jrb
Attachment
cc: D. O. Christensen

NOTED
W. R. ZIRBES

NOTED
DWAYNE HOFSTETTER

7070.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 13, 1979

FROM: Phillip Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Pacific HWY 1W @ Springbrook
(Newberg) Section
Yamhill County

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

TO TERPIN
9-17-79

Attached is the Authority for Survey and completed Prospectus for subject project.

Traffic design should be aware of City of Newberg's FAU project to reconstruct Springbrook from this intersection northerly. Region office does not recommend the projects be combined. City officials and local developers have expressed extreme concern for traffic signals. They are contributing a substantial portion of the funding and desire the signal project be expedited.

Please forward the documents through channels for approval.

PS/mdd

Attch.

9-17-79
CC: L. E. George

PROJECT MANAGEMENT BRANCH
ASHE STE
PLE RE PRE
SEP 14 1979
REFERRED TO
FOR
FILE: PM FA LG.

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Pacific Highway at Springbrook (Newberg) Date 9/12, 19 79

Highway Pacific West Authorization No. 1

County Yamhill Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.: Intersection of Pacific Highway West and Springbrook Street northerly from the city of Newberg. Traffic signal installation. Mile point 22.06.

Purpose of survey: Prepare plans, specifications and cost estimate to install traffic signals.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

Lowell Webber
Field Engineer

Recommended for Approval:

L. D. Richardson
Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*10700-734

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

FROM: Frank E. Terpin
Location Engineer F.E.T.

DATE: 9-06-79

TO: ~~Region Office~~
~~Region R/W Supervisor~~
Traffic Section
Bridge Section
Environmental Section
Final Design

SUBJECT: LOCATION PROSPECTUS

Section: Pac. Hwy. @ Springbrook (Newburg)
Highway: Pac. Hwy. West
County: Yamhill County

Please complete the attached Location Prospectus data within your area of responsibility. The Region or Section preparing the Authority for Survey should submit this completed Prospectus along with the Request for Survey Authority to the Location Unit through the Project Management Section. Others should return the completed Prospectus form directly to the Location Unit for further processing.

This information should be returned to the Location Unit within two weeks to help assure expeditious processing of the project.

Attach.

REGION 2 ENGINEER
RECEIVED
SEP 0 7 1979
RLE RBE RE RCE RME RTE ROE ULE GEO RSO ENV RFE

LOCATION PROSPECTUS

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Pacific Highway (@ Springbrook St. (Newberg)

HIGHWAY NAME: Pacific West

HIGHWAY NUMBER: 1-W

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	3	Yamhill	Newberg

LENGTH | MILEPOST NUMBER: 22.06 TO — | ☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO — IF YES, UNIT OF GOVERNMENT: City of Newberg

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Installation of a signal at Subject Location

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
~~AA~~ 1978 - 18,400	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
		☐ LIGHT ☐ MEDIUM ☐ HEAVY

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4 @ 12'	Same
SHOULDERS	2 - 8'	"
MEDIANS	1 - 16'	"
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☐	☐
Statewide Assessment	☐	☐	☐
Negative Declaration	☐	☐	☐
Environmental Impact Statement	☐	☐	☐
4-F Statement	☐	☐	☐
Citizen Advisory Committee	☐	☐	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☐	☐

Type _____

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT		STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐		☒	☐
RIGHT-OF-WAY	☐	N/A	☐	☐
CONSTRUCTION ENGINEERING	☐		☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	2-Weeks
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE: Jan., 1980 (Region) _____ (Salem)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

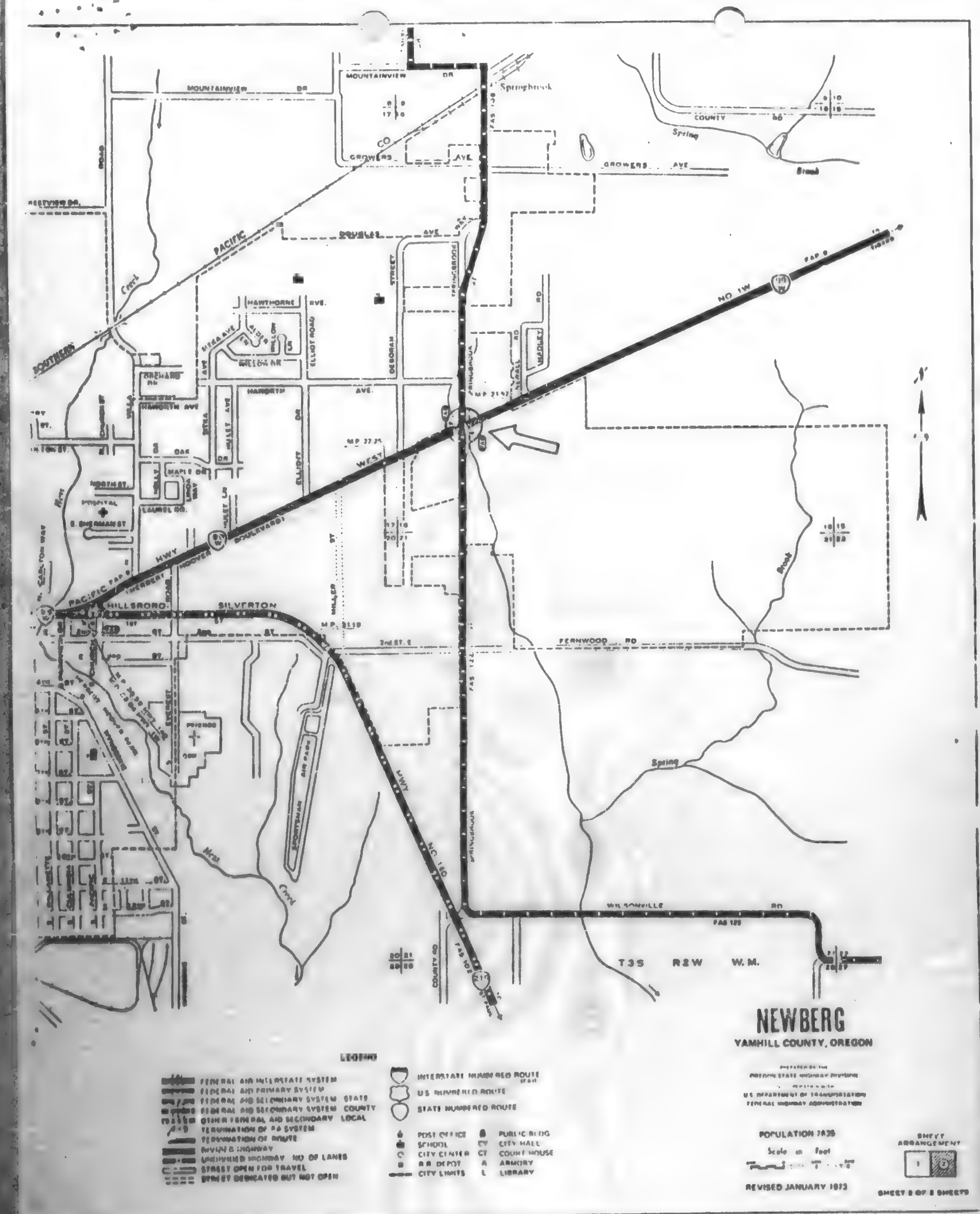
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	5.000	
RIGHT OF WAY	-	
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Traffic Signal	75.000	
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	$80.000	

SUBMITTED BY Loren Webber


MOUNTAINVIEW DR
Springbrook
COUNTY 46
Spring
Brook
GROWERS AVE
CO
PACIFIC
CREEK
SOUTHERN
DOUGLAS AVE
HAWTHORNE AVE.
GREENLEAF DR
ELLIOT ROAD
DEBORAH
STREET
SPRINGBROOK
RD
NO 1W
FAP 0
HARGROVE AVE
MP 21.52
MP 22.25
WEST
OAK
MAPLE DR
LAUREL DR
NORTH ST.
HOSPITAL
E. SHERMAN ST
HILLSBORO
SILVERTON
HWY
HOOVER
BOULEVARD
PACIFIC
THEISEN
ROAD
MP 21.19
2nd ST. E
FERNWOOD RD
FAS 122
Spring
Brook
WILSONVILLE RD
FAS 129
T3S R2W W.M.
COUNTY RD
FAS 1012
NEWBERG
YAMHILL COUNTY, OREGON
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
POPULATION 7838
Scale in Feet
REVISED JANUARY 1973
SHEET ARRANGEMENT
SHEET 8 OF 8 SHEETS

9070

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: D. E. Swan
Operations Programming Engineer

ATTN: Mainor Holmes

DATE: August 30, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Agreement
Highway 99 W at Springbrook
Newberg

On 8-28-79, H. S. Coulter approved a request for the installation of a traffic signal at the subject location. The attached correspondence describes the funding arrangement which includes a maximum amount of $50,000 from the City and an estimated $30,000 from the State Construction Fund.

Would you please have an agreement prepared for the proposed signal installation. This project will also need to be added to the PMS run.

The project should be scheduled for the January 1980 letting.

L. E. George
Traffic Engineer

DKH:jrb

cc: C. O. Fredrickson
Frank Terpin

PHS 0001

BEN GIFFORD

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
AUG 31 1979
REFERRED TO
FOR
FILE: PM FA LG.

9070

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: L. W. Rulien
Executive Assistant

DATE: August 24, 1979

FROM: L. E. George
Traffic Engineer

8/28 cy George TAB Matching Information

APPROVED
STATE HIGHWAY ENGINEER
DATE: 8/26/79

SUBJECT: Traffic Signal Funding
Highway 99W at Springbrook (Newberg)
Yamhill County

You asked that we advise you concerning the policy we are following for financing the proposed traffic signal. Newberg is listed as having a population of 10,000 people in 1978 which is on the dividing line for State 75%, City 25% and State 50%, City 50% in our League of Oregon Cities agreement.

In this particular instance, there are several other factors which should be considered. There is a considerable amount of traffic using this intersection from several recent developments near the intersection. The city has worked with the developers to obtain the $50,000 that the city volunteered to expedite the signal installation.

Our normal policy also is to require developers to pay all the cost, or at least share in the cost of required signalization when the development generates traffic such that a signal is required. An example is Fred Meyer South in Salem where the developer paid for a signal at Madrona which is a city street.

The attached letter from the city to Phil Stearns indicates that there is a school under construction and other complicating factors which make it impossible to assign definite shares for funding responsibility. This location would have a weighted value of 35 on our priority list which would put it in the category between 6 and 14 on the June listing.

From the correspondence and discussions, we know this is the city's first priority for signalization. We agree that with the ongoing development, this location should be signalized and are recommending that our August 15, 1979 request for $30,000 in State funding be approved.

L. E. George
Traffic Engineer

DKH:jrb

RECEIVED
STATE HWY ENGR
AUG 27 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Scott - seems appropriate
R

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

DATE: August 17, 1979

TO: H. S. Coulter
State Highway Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Funding
Highway 99W at Springbrook (Newberg)
Yamhill County

Attached is a project request for a traffic signal at the subject location which was initiated by the Region 2 office. As noted on the request, the City of Newberg will pay up to $50,000 on a project cost estimated at $80,000.

Your approval is recommended for the State to fund the additional $30,000 required, $15,000 of this is for the signal. The remainder is for concrete islands and engineering.

L. E. George
Traffic Engineer

WRZ:jrb

Attachment

cc: D. H. Moehring

RECEIVED
STATE HWY ENGR
AUG 17 79
REFER TO
FOR
Info | Invgs | R/D | D/R | Sign | Act. | File

8-17 ok
Bud - Is best on what policy we are following on signal financing - p/s discuss if this is a priority & city wants to coop why not 50/50?
R file
project approved

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: 8-2-79

A. IDENTIFICATION:

Proposed Section: 99W @ Springbrook (Newberg) Region: 2

Highway: 99W St. Hwy. No. ____ M.P. ____ to M.P. ____ Length: ____

County(s): Yamhill (Attach Sketch Map)

Recommended Construction Date: ASAP Proposed 6 YP ____

Method of Doing Work: Contract X St. Force ____ Other ____

State will supply materials

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: ____

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☒, OTHER ☒ City of Newberg

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	5	-	-	-	-	-	18,400			
Proposed Facility:	Same									

D. DEFINE THE PROBLEM:

The intersection now meets minimum vehiclular volume warrant and interruption of continuous traffic warrant

E. PROPOSED SOLUTION:

Install 5 phase signal

F. REASON FOR REQUEST AT THIS TIME:

City of Newberg has requested and will pay $50,000.00

G. COST ESTIMATE

Roadway Work	$ ____
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	____
Structures	____
Other (Define) Traffic signals	$75,000
Preliminary Engineering (By Whom) State	5,000
TOTAL	$ $80,000

H. REQUESTED BY: L. O. Rodriksen
Region Engineer or Section Head

Approval/Disapproval ____ State Highway Engineer Date

Approval/Disapproval ____ Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ____

Remarks & Action Taken:

Form 734-1386 (3-78)

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 3, 1979

Salem, Oregon

FILE:

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

TO: L. E. George
TRAFFIC ENGINEER

SUBJECT: Highway 99W @ Springbrook
(Newberg)
Highway 99W FAP 9
Yamhill County

Attached is a letter from City of Newberg requesting installation of traffic signals at the intersection of Highway 99W and Springbrook Street in Newberg.

An investigation has been made and the intersection meets the minimum vehicular volume and interruption of continuous traffic warrants. The report will be submitted upon receipt of pictures.

Region office has received considerable communication from City and developers. They have pledged $50,000 toward the cost of installation and have urged expediting the project due to the mushrooming development in the area.

Region office recommends approval of the project, and urges expedition. A project request is attached indicating a contract be let with State furnishing materials. Please process the request through channels for approval.

POS/gl
attachment

NOTED
W. R. ZIRBES

RECEIVED
AUG 7 1979
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

CITY OF

NEWBERG

414 E. First Street Newberg, OR 97132

July 30, 1979

Mr. Phil Stern
Department of Transportation
East State Highway Building
Salem, Oregon 97310

Re: Traffic Control
Springbrook Street at Highway 99W

Dear Mr. Stern:

The City of Newberg requests that consideration be given to immediate installation of a traffic control signal at Highway 99W and Springbrook Street.

For your information over 300 homes have been constructed in the area North of Highway 99W the past two and one half years and a mobile home court has been contructed South of 99W. In addition A-dec, Inc., a dental equipment manufacturer has a current employment of 554; Technical Images, Inc. a manufacturer of metal instrument panels, faceplates and printed circuitry for electronics manufacturers employs 120; Morvue Electronics Systems a manufacturer of computerized clipping system used in veneer manufacturing employs 100; Quality Plastics Co., Inc., employs 90 and several small firms employing from 10 to 75 persons; also Evergreen Helicopters, Inc., is now in the process of moving 100 of their employes into the A-dec industrial area. All divert the major number of their vehicles to Highway 99W at Springbrook Street.

A new school is now under construction in this area, and with the traffic control signal installed a number of the school busses will enter or cross Highway 99W at this point.

In order to encourage and provide for immediate construction of the signal the City of Newberg will guarantee payment in amount of $50,000.00.

Sincerely,

M. C. Gilbert
City Administrator

MCG/bjm

1070

January 17, 1979

The Honorable Tony Meeker
State Senator
State Capitol
Salem, Oregon 97310

Dear Senator Meeker:

In response to your request, we have investigated the status of the installation of a traffic signal at ORE99W and Springbrook Street in Newberg. There is a considerable amount of development planned for the area adjacent to the intersection and, as a result, it is anticipated that a traffic signal will be required.

The City of Newberg is currently negotiating with the developers to obtain the necessary funding for a traffic signal. There is an FAUS project planned for contracting in the last quarter of 1979 involving grading, paving, signing and striping on Springbrook Street from Middlebrook Street to ORE99W. The City is attempting to obtain funding for the traffic signal soon enough for a traffic signal contract to be included with the FAUS project.

If I can be of any further assistance, please let me know.

Sincerely,

F. B. Klaboe
Director of Transportation

cc: Ernest Heister
Director of Public Works
City of Newberg

bc: H. S. Coulter
E. S. Hunter
L. E. George
George Bell
Bob Hamilton
C. O. Fredrickson

DKH:cs srm

9010

PROJECT MANAGEMENT OFFICE MEMO

Date: 11-20-78

Subject: Traffic Signal Installations (Variable)

Received a visit from City Managers of Bend, Oregon City & Newberg.

Made a call to Region 1, 2 & 4 Traffic Section

Reason for contact and general discussion: Possible use of materials and signal equipment from State stockpile w/replacement by city upon award of (future) contract. These three cities, as well as, Lebanon, would like to proceed with installation at their respective locations with the city or developer, putting up full deposit in first instance. This type of proposal is currently ruled out by the Traffic Section due to large demand on States available materials and precedent setting. Only changing the policy permits State's furnishing the equipment in such installations.

It has been indicated that this matter will probably be discussed with Oregon Transportation Commission member (Mike Hollern) especially in the Bend situation at 3rd and Wilson by City Manager Art Johnson. (Signal advertised for November letting).

Oregon City Manager Al Simonson has a similar concern at Molalla Avenue and Clairmont Street (See prior correspondence).

Myrland Gilbert of Newberg is concerned with a proposed signal at 99W and Springbrook (review being made).

Ed Ivie of Lebanon would like immediate attention at the intersection of US 20 and Dewey Street (deposit made).

The foregoing is most likely only a token of those currently known, however, they have been brought to immediate attention and should be reviewed by Region and Salem staff. Developers or corporations are involved in all instances even though they are at major street intersections and the city managers have indicated they (developers) will finance initially for immediate installation.

Another long standing concern of local government is the time consumed by testing of signal equipment at state environmental chamber. (I believe additional chamber being installed at present).

These matters have been discussed with the various regions involved and also at staff level with the Traffic Section and Mr. Rulien of Administration.

D N. Harwell by pf

D. N. Harwell
Co.-City Coordinator,
Project Management

RECEIVED
DOT OPERATIONS
NOV 27 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DNH:GWW:pf

cc: F. Klaboe
L. W. Rulien
H. S. Coulter
E. S. Hunter
L. E. George
Region Engineers
Bob Judson

NOTED
L. E. G.

Klaboe - Can we stockpile more signals? Jay

1979 UPRR/Burnt River (Hunt- 9071
ington) Bridge Sec. of FAS
Route B510. (Structure)

CIA 7009 6-20-79
CIA 6228 8-18-77

RR 982 5-16-79
RR 995 1-28-80

The PE is a project in it self - So Ba. county FAS-C project

July 1977
1,275 Rec's
cc 1800

Hppd July 11, 1977

PE Hpp'd by Comm
Const. Auth.

Plans OK by Baker 6

AD 371
Had a PE Project
PE 501-1948

20-79
18-77

-79
-80

It is a project in
FAS-C project
self - so is adequate

AD 371
Had a PE Project
PE 501-1948

July 1977
$1,275 Paid
cc 1800

Appd July
by Comm
Beck
3/9/77

Plans OK by Baker 6

9071

ITEMIZED STATEMENT OF FINAL COSTS DATE April 13, 1984

COUNTY: Baker AGREEMENT NO: 6228 7009 PROJECT NO: RS-B510(2)

CONTRACT NO: 9071 SECTION: UPRR/Burnt River (Huntington) Br.

Preliminary Engineering Prefix 501-1948

	Participating	Non Participating
Resident Engineer	$ 11,265.29	$1,263.32
Final Design	1,503.62	
Right-of-Way Descriptions	134.30	
Region Geology	431.00	
Region Utility Liaison	1,048.70	
Location	565.54	
Project Management	156.25	
Specifications	1,310.64	
Administrative Services	30.40	
Environmental Section	38.31	16.58
Structure Foundation	2,591.66	
Free Bridge Design (No Cost to County)	10,212.15	
TOTAL P.E. COST	$ 29,287.86	$1,279.90
Less Free Bridge Design	10,212.15	
TOTAL P.E. COST TO COUNTY	$ 19,075.71	$1,279.90

Construction Prefix 501-1003

Payment to Contractor	$225,899.27	
Interest on Final Payment		$ 57.51
Payment to Utilities	18,323.26	
Resident Engineering	25,655.77	145.94
Audit by Accounting	488.42	
Program Management	113.36	
Material Testing	317.72	
Technical Services Branch	31.00	
Region Engineers Office	598.82	
Construction Engineering	14.63	
Training	141.97	
TOTAL CONSTRUCTION COST	$271,584.22	$ 203.45

SUMMARY:

Total Participating P.E. Cost		$ 19,075.71
Total Participating Const. Cost		271,584.22
TOTAL		$290,659.93
Less Federal Aid Funds		
P.E. 85.80%	$ 16,366.96	
Const. 88.15%	239,401.49	$(255,768.45)
SUBTOTAL		$ 34,891.48
Less 1/2 STATE SHARE		(17,445.74)
Plus Nonparticipating County Cost		1,483.35
Less County Advance Deposit		
P.E. 2-15-78	$ 1,275.00	
Const. 1-15-80	$17,460.00	(18,735.00)
BALANCE DUE FROM COUNTY		$ *194.09

*In a previous final billing 4/14/83, CA 1358, an oversight was made in charging the Bridge Design to the County. In a review of this final payment this overcharge was found.

Baker County was charged an additional	$919.16
Correct charges should be	(194.09)
REFUND DUE COUNTY	$727.07

MKS/cm

9071

HIGHWAY DIVISION INVOICE

INVOICE NUMBER **136738**

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
4/14/83		CA 1358

- BAKER COUNTY
- COURTHOUSE
- BAKER OR 97814

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
BAKERCO		325	00			919.16
	501-1003	296	00	000		919.16
	501-1003	297	00	000		(919.16)

DESCRIPTION	TOTAL PRICE
FINAL BILLING: U.P.R.R/BURNT RIVER (HUNTINGTON) BRIDGE FED. PROJECTS RS-B510(1), RS-B510(2). COUNTY SHARE OF COSTS PER ITEMIZED STATEMENT ATTACHED	
PE 3,359.34 CONST. 16,294.82 TOTAL COUNTY SHARE	19,654.16
COUNTY'S ADVANCE DEPOSIT	(18,735.00)
DUE FROM COUNTY	919.16

FOLD

FINAL
110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

HAROLD REYNOLDSON PH:378-6011 FOR CORRECTNESS OF CHARGES

OR JANE HENSLEY PH:378-5035 PREPARER OF INVOICE

734-1150 (7-81)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER: 136738

DATE	PURCHASE ORDER NUMBER		PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
4/11/83		☐ PARTIAL ☒ FINAL		CA 1358

BILL TO:

CODE: BAKERCØ

Baker County

Courthouse

Baker OR 97814

CREDIT DISTRIBUTION

325.00	919.16
501-1003-296	919.16
501-1003-297	<919.16>

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final billing:	
U.P.R.R / Burnt River (Huntington) Bridge	
Fed. Projects RS-BS10(1) RS-BS10(2)	
County share of costs per itemized statement attached	
P.E 3,359.34	
Const 16,294.82	
Total County Share	19,654.16
County's Advance Deposit	<18,735.00>
110.00 Due from County	919.16

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Harald Reynoldson PH: 378-6011 FOR CORRECTNESS OF CHARGES
OR Jane Hensley PH: 378-5035 PREPARER OF INVOICE

BAKERCO Inv 1879

Advance Deposit Amount	$ 18,735.00	AMOUNT DUE	$
Advance Deposit Previously Transferred to Highway Fund	$ 13,335.00	SUBMITTED BY	J. Hensley
Balance	$ 5,400.00	APPROVED BY	
Rev Acct 325.00 Transfer to Highway Fund	$ 5,400.00		
Refund Due	$ —0—		

	501	1942	926	00	P	1				1,389.19	
	501	1942	926	00	N	1				1,316.06	
			TOT	P1						6,100.83	
			TOT	N1						3,316.06	
			** JOB TOTALS **					**	**	9,416.89	**

00000000	CONT NO		FA PROJ NOS	RS	510001	100					STATE
	501	1948	296	00	N	9			1,287.74	27,228.98CR	
	501	1948	297	00	N	9				2,100.00	

TOTAL TO DATE JOB COST SUMMARY — JUNE 1981 — PAGE 885

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	501	1948	298	00	N	9	1,287.74CR	25,128.98	
	501	1948	901	00	P	1	1,203.24CR	11,265.29	
	501	1948	901	00	N	1	1,237.68	1,263.32	
	501	1948	905	00	P	1		1,503.62	
	501	1948	906	00	P	1	14.40CR	4,576.85	
	501	1948	909	00	P	1		134.30	
	501	1948	910	00	P	1		431.00	
	501	1948	914	00	P	1	187.38CR	1,048.70	
	501	1948	918	00	P	1		565.54	
	501	1948	920	00	P	1		156.25	
	501	1948	921	00	P	1	80.00CR	1,310.64	
	501	1948	922	00	P	1	15.84CR	30.40	
	501	1948	923	00	P	1		38.31	
	501	1948	926	00	P	1		2,591.66	
	501	1948	926	00	N	1		16.58	
	501	1948	927	00	P	1		5,635.20	
			TOT	P1			1,500.86CR	29,287.86	
			TOT	N1			1,237.68	3,279.90	
			** JOB TOTALS **				263.18CR**	30,562.76	**

UPRR XNG @ VANDECAR RD	CONT NO		FA PROJ NOS	RRP	511001	100					STATE
	501	1962	296	00	N	9			513.04CR	513.04CR	
	501	1962	298	00	N	9			513.04	513.04	
	501	1962	901	00	P	1	15.76		479.72	479.72	
	501	1962	905	00	P	1				49.50	
	501	1962	914	00	P	1				41.64	
	501	1962	920	00	P	1			14.94	14.94	
			TOT	P1			15.76		494.66	585.80	
			** JOB TOTALS **				15.76	**	494.66	** 585.80	**

00164900000063081	CONT NO		FA PROJ NOS	RS	508001	100					STATE
	502	1942	296	00	N	9				8,092.69CR	
	502	1942	298	00	N	9				8,092.69	
	502	1942	901	00	P	1				2,811.43	
	502	1942	901	00	N	1				29.64	
	502	1942	902	00	P	1				91.02	
	502	1942	905	00	P	1				1,639.53	
	502	1942	906	00	P	1				355.07	
	502	1942	910	00	P	1				3,564.17	
	502	1942	911	00	P	1				2.75	
	502	1942	914	00	P	1				117.23	
	502	1942	920	00	P	1				164.91	
	502	1942	921	00	P	1				661.77	
	502	1942	923	00	P	1				34.16	
			TOT	P1						9,432.04	
			TOT	N1						29.64	
			** JOB TOTALS **					**	**	9,461.68	**

9071

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 4/5/83

COUNTY: BAKER AGREEMENT NO: 6228 7009 PROJECT NO: RS-8510(2)

CONTRACT NO: 9071 SECTION: UPRR/Burnt River (Huntington) Br.

P.E. - State	(Federal Participation)	~~$ 30,357.72~~	29,856.82
UPRR		~~431.00~~	431.00
		~~$ 30,788.72~~	29,287.86
P.E.	(Non Participation)	$ ~~42.00~~	1,275.80

Federal Funds Collected ~~$26,416.72~~ 25,128.98

Construction:

Payment to Contractor	(Federal Participation)	$225,899.27
Payment to Utilities		18,323.26
Engineering		26,731.30
Training Courses		141.97
Audit		488.42
		$271,584.22
Interest Paid to Contractor	(Non Participation)	$ 57.51
Engineering		145.94
		$ 203.45

Federal Funds Collected $239,401.49

County Share of Costs:

1/2 (~~$30,788.72~~ 29,287.86 - ~~$26,416.72~~ 25,128.98 + $271,584.22 - $239,401.49) + ~~$42.00~~ 1275.80 + $203.45 = ~~$10,523.03~~ $19,654.16

REFERENCE: CC 83-05

+15,147.43
+339,496.43
354,643

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
437-1001	1# ER	-0325-001 APPR-098	220,684.86	220,684.86	220,684.86	100.00	220,684.86	220,684.86		
	9#			220,684.86-						
437-1001	PREFIX TOTALS		220,684.86		220,684.86		220,684.86	220,684.86		
501-1003	1# RS	-B510-002 APPR-075	239,401.49	271,787.67	271,584.22	88.15	239,401.49	239,401.49		
501-1012	1 RRP	-B511-001 APPR-139				90.00				13.81
502-1001	1 RS	-A516-002 APPR-075	160,167.00	180,446.65	180,274.86	88.15	158,912.29	158,898.48		
502-1002	1 PMS	-000S-101 APPR-140	60,000.00	61,157.04	61,023.44	100.00	61,023.44	60,000.00	1,023.44 B	
503-1024	1 RRS	-A59%-001 APPR-138	58,378.00	67.09	67.09	90.00	60.38	60.38		
503-1043	1 RS	-A619-002 APPR-075		213.96	213.96	88.15	188.61		188.61 A	
	8 RS	-A619-002 APPR-075				88.15				
	9			42.24						
503-1043	PREFIX TOTALS			256.20	213.96		188.61		188.61	
503-1051	1 RRP	-9473-001 APPR-139	98,693.00	767.94	767.94	90.00	691.15	691.15		
503-1096	1# HWSO	-000S-031 APPR-145	1,171.63	1,326.95	1,301.81	90.00	1,171.63	1,171.63		
504-1037	1 RS	-A736-001 APPR-075	30,035.00	29,761.41	29,682.43	88.18	26,173.97	25,946.84		227.13
504-1038	1 RS	-A737-002 APPR-075	269,199.00	307,347.75	307,210.68	88.18	270,898.38	269,199.00	1,699.38 B	
505-1004	1 BHS	-A752-002 APPR-118	144,029.00	156,331.25	156,331.25	80.00	125,065.00	124,869.61		195.39
505-1093	1 RS	-A756-001 APPR-075	551,588.00	648,994.31	647,091.46	85.77	555,010.35	551,588.00	3,422.35 B	
505-1098	1 BRS	-A743-001 APPR-118	129,768.00	167,066.15	161,552.09	80.00	129,241.67	129,095.50		146.17
506-1069	1# RS	-A429-001 APPR-075	280,914.95	318,669.50	318,569.91	88.18	280,914.95	280,914.95		
507-1046	1# RS	-B378-002 APPR-075	577,149.80	654,577.35	654,513.27	88.18	577,149.80	577,149.80		
508-1063	1 RS	-A301-003 APPR-075	305,493.00	330,592.30	330,286.38	88.18	291,246.53	291,232.71		13.82
508-1065	1 PMS	-000S-104 APPR-140	101,591.00	87,756.65	86,828.75	100.00	86,828.75	86,828.75		
510-1012	1 BRS	-A409-003 APPR-118	532,555.00	553,704.86	553,694.77	80.00	442,955.82	442,735.46		220.36
510-1079	1# RRS	-A386-001 APPR-138				90.00				
511-1081	1# RS	-B452-001 APPR-075	388,331.88	478,562.46	452,601.26	85.80	388,331.88	388,331.88		

STATE OF OREGON MT ST HELEN A CONT NO * FA PROJ NOS ER 0325001 100

437	1001	598	00	N	9			220,684.86CR	81	81
437	1001	948	00	P	1			220,684.86	81	81
		TOT	P1					220,634.96		
		TOT	N9					220,684.86CR		
		** JOB TOTALS **				**	**	**		

UPRR/BRNT RV BR-HUNTINGTON CONT NO 9071 * FA PROJ NOS RS 9510002 100

501	1003	201	00	P	1	Contractor		225,899.27	80	81
501	1003	205	01	P	1		1,832.33	57.51	81	82
501	1003	(206) 201	00	N	1	Int. Payment to Contractor		18,323.26	80	81
501	1003	284	01	P	1	Payment to Utilities	2,004.40CR	250,586.49CR	81	81
501	1003	296	00	N	9			11,185.00	80	83
501	1003	297	00	N	9				80	80

STATE

1-83

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JANUARY 1983 PAGE 341

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE END
	501 1003	296	00	N	9	2,004.40	239,401.49	80	83
	501 1003	900	00	P	1 Engineering		25,655.77	80	81
	501 1003	900	00	N	1		145.94	80	80
	501 1003	915	00	P	1 Audit	433.43	488.42	82	82
	501 1003	920	00	P	1 Proj. Mngt.		113.36	80	80
	501 1003	941	00	P	1 Portland material testing		17.42	81	81
	501 1003	942	00	P	1 Eugene materials testing		300.30	81	81
	501 1003	944	00	P	1 Technical Services		31.00	81	81
	501 1003	946	00	P	1 Region Engineer's office		598.82	81	81
	501 1003	948	00	P	1 Construction Eng.	8.09	14.63	81	82
	501 1003	950	00	P	1 Training		141.97	80	80
	501 1003	TOT	P1			2,273.85	271,584.22		
		TOT	N1				203.45		
		** JOB TOTALS **				** 2,273.85 **	271,787.67 **		

Prior to July 1981 - Contracts to Mar

THORNTON LAKE BR CONT NO 9222 FA PROJ NOS RS R516002 100

502	1001	201	00	P	1		159,983.79	81	81
502	1001	203	00	P	1		300.00CR	81	81
502	1001	206	00	N	1		79.57	81	81
502	1001	296	00	N	9	49.43	158,898.48CR	81	82
502	1001	298	00	N	9	49.43CR	158,898.48	81	82
502	1001	900	00	P	1		784.60	80	82
502	1001	900	00	N	1		11.47	81	81
502	1001	903	00	P	1		1,743.87	81	82
502	1001	904	00	P	1		12,500.00	81	81
502	1001	915	00	P	1		927.15	81	82
502	1001	920	00	P	1		47.44	81	82
502	1001	940	00	P	1		2,011.38	81	82
502	1001	941	00	P	1		9.61	81	81
502	1001	942	00	P	1		1,266.94	81	81
							60.76		

-9071

STATE OF OREGON

437	1001	598	00	N	9			220,684.	
437	1001	948	00	P	1			220,684.86	
		TOT	P1					220,684.86CR	
		TOT	N9						

** JOB TOTALS **

UPRR/BRNT RV BR-HUNTINGTON CONT NO 9071 * FA PROJ NOS RS B51(0002 100 STATE

501	1003	201	00	P	1	Contractor		225,899.27	80 81
501	1003	245	01	P	1		1,832.33		81 82
501	1003	(206) 201	00	N	1	Int. Payment to Contractor		57.51	80 81
501	1003	284	01	P	1	Payment to Utilities		18,323.26	81 81
501	1003	296	00	N	9		2,004.40CR	250,586.49CR	80 83
501	1003	297	00	N	9			11,185.00	80 80

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JANUARY 1983 PAGE 341

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	501	1003	258	00	N	9	2,884.48	239,481.49	80	83
	501	1003	900	00	P	1 Engineering		25,655.77	80	81
	501	1003	900	00	N	1		145.94	80	80
	501	1003	915	00	P	1 Audit	433.43	488.42	82	82
	501	1003	920	00	P	1 Proj. Mngt.		113.36	80	80
	501	1003	941	00	P	1 Portland material testing		17.42	81	81
	501	1003	942	00	P	1 * Eugene materials testing		300.30	81	81
	501	1003	944	00	P	1 Technical Services		31.00	81	81
	501	1003	946	00	P	1 Region Engineer's office		598.82	81	82
	501	1003	948	00	P	1 Construction Eng.	8.09	14.63	80	80
	501	1003	950	00	P	1 Training		141.97		
			TOT	P1			2,273.85	271,584.22		
			TOT	N1				203.45		
			** JOB TOTALS **			**	2,273.85 **	271,787.67 **		

Prior to July 1981 - Contract Letter

THORNTON LAKE BR CONT NO 9222 FA PROJ NOS RS A516002 100 STATE

502	1001	201	00	P	1			159,983.79	81 81
502	1001	203	00	P	1			300.00CR	81 81
502	1001	206	00	N	1			79.57	81 81
502	1001	296	00	N	9		49.43	158,898.48CR	81 82
502	1001	298	00	N	9		49.43CR	158,898.48	81 82
502	1001	900	00	P	1			784.60	80 82
502	1001	900	00	N	1			11.47	81 81
502	1001	90..	00	P	1			1,743.87	81 82
502	1001	904	00	P	1			12,500.00	81 81
502	1001	915	00	P	1			927.15	81 82
502	1001	920	00	P	1			47.44	81 82
502	1001	940	00	P	1			2,011.38	81 82
502	1001	941	00	P	1			9.61	81 81
502	1001	942	00	P	1			1,266.94	81 81
								66.75	81 82

-9071

TOTAL TO DATE JOB COST SUMMARY — JUNE 1982 — PAGE 293

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	OR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
SPRR XING-SW 229TH AVE	CONT NO	FA PROJ NOS RR0000S034 100					STATE	
	434 1025	270	03 P 1			4,433.58	80	80
	434 1025	598	00 N 9			4,433.58CR	80	80
		TOT	P1			4,433.58		
		TOT	N9			4,433.58CR		
		** JOB TOTALS **			**	**	**	
STATE OF OREGON MT ST HELEN A	CONT NO	X FA PROJ NOS ER 325001 100					STATE	
	437 1001	598	00 N 9			220,684.86CR	81	81
	437 1001	948	00 P 1			220,684.86	81	81
		TOT	P1			220,684.86		
		TOT	N9			220,684.86CR		
		** JOB TOTALS **			**	**	**	
UPRR/BRNT RV BR-HUNTINGTON	CONT NO 9071	X FA PROJ NOS RS 510002 100					STATE	
	501 1003	201	00 P 1			225,899.27	80	81
	501 1003	205	01 P 1		1,832.33CR	1,832.33CR	81	81
	501 1003	206	00 N 1			57.51	80	81
	501 1003	284	01 P 1		18,323.26	18,323.26	81	81
	501 1003	296	00 N 9		14,994.62CR	248,582.09CR	80	82
	501 1003	297	00 N 9			11,185.00	80	80
	501 1003	298	00 N 9		14,994.62	237,397.09	80	82
	501 1003	299	00 N 9			25,655.77	80	81
	501 1003	900	00 P 1			145.94	80	80
	501 1003	900	00 N 1		54.99	54.99	82	82
	501 1003	915	00 P 1			113.36	80	80
	501 1003	920	00 P 1			17.42	81	81
	501 1003	941	00 P 1			300.30	81	81
	501 1003	942	00 P 1			31.00	81	81
	501 1003	944	00 P 1			598.82	81	81
	501 1003	946	00 P 1		6.54	6.54	81	81
	501 1003	948	00 P 1			141.97	80	80
	501 1003	950	00 P 1		16,552.46	269,310.37		
		TOT	P1			203.45		
		TOT	N1					
		** JOB TOTALS **		**	16,552.46	** 269,513.82	**	
THORNTON LAKE BR	CONT NO 9222	FA PROJ NOS RS 516002 100					STATE	
	502 1001	201	00 P 1		21.27CR	159,983.79	81	81
	502 1001	203	00 P 1			300.00CR	81	81
	502 1001	204	00 P 1		4,000.00		81	81
	502 1001	206	00 N 1		79.57	79.57	81	81
	502 1001	296	00 N 9		9,838.97CR	158,947.91CR	81	82
	502 1001	298	00 N 9		9,838.97	158,947.91	81	82
	502 1001	200	00 P 1		55.05	784.60	80	82
	502 1001	900	00 N 1			11.47	81	81

9021

	501	1942	926	00	N	1			1,389.19	
				TOT		P1			1,316.06	
				TOT		N1			8,100.83	
			** JOB TOTALS **				**	**	9,416.89	**

STATE

0000000M	CONT NO		FA PROJ NOS RS	510001 100						
	501	1948	296	00	N	9		1,287.74	27,228.98CR	
	501	1948	297	00	N	9			2,190.00	

JUNE 1981 PAGE 005

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT

	PREFIX	FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
501	1948	296	00	N	9		1,287.74CR	26,128.98
501	1948	901	00	P	1		1,203.24CR	11,265.29
501	1948	901	00	N	1		1,237.68	1,263.32
501	1948	905	00	P	1			2,503.62
501	1948	906	00	P	1	Free Rx	14.40CR	4,576.95
501	1948	909	00	P	1			134.80
501	1948	910	00	P	1			431.80
501	1948	914	00	P	1		187.38CR	1,048.70
501	1948	918	00	P	1			565.54
501	1948	920	00	P	1			156.25
501	1948	921	00	P	1		80.00CR	1,310.69
501	1948	922	00	P	1		15.84CR	30.40
501	1948	923	00	P	1			38.31
501	1948	926	00	P	1			2,591.66
501	1948	926	00	N	1			16.58
501	1948	927	00	P	1	Free Rx		5,635.20
		TOT		P1			1,500.86CR	29,287.86
		TOT		N1			1,237.68	1,279.90
		** JOB TOTALS **				**	263.18CR**	30,567.76 **

STATE

UPRR XNG @ VANDECAR RD	CONT NO		FA PROJ NOS XRP	511001 100						
	501	1962	296	00	N	9			513.04CR	513.04CR
	501	1962	298	00	N	9			513.04	513.04
	501	1962	901	00	P	1		15.76	479.72	479.72
	501	1962	905	00	P	1				49.50
	501	1962	914	00	P	1				41.64
	501	1962	920	00	P	1			14.94	14.94
		TOT		P1				15.76	494.66	585.80
		** JOB TOTALS **					**	15.76 **	494.66 **	585.80 **

STATE

00164900000063081	CONT NO		FA PROJ NOS RS	508001 100						
	502	1942	296	00	N	9				9,092.69CR
	502	1942	298	00	N	9				9,092.69
	502	1942	901	00	P	1				2,811.43
	502	1942	901	00	N	1				29.64
	502	1942	902	00	P	1				91.02
	502	1942	905	00	P	1				1,639.53
	502	1942	906	00	P	1				355.07
	502	1942	910	00	P	1				3,564.17
	502	1942	911	00	P	1				2.75
	502	1942	914	00	P	1				117.23
	502	1942	920	00	P	1				164.91
	502	1942	921	00	P	1				661.77
	502	1942	923	00	P	1				34.16
		TOT		P1						9,432.04
		TOT		N1						29.64
		** JOB TOTALS **					**	**		9,461.68 **

501	1942	926	00	N	1					1,389.19	
		TOT	P1							1,316.06	
		TOT	N1							8,100.83	
		** JOB TOTALS **					**		**	9,416.89	**

00000000 CONT NO FA PROJ NOS RS 510001 100 STATE

501	1948	296	00	N	9			1,287.74		27,278.38CR	
501	1948	297	00	N	9					2,150.00	

TOTAL TO DATE JOB COST SUMMARY — JUNE 1981 — PAGE 805

DESCRIPTION OF JOB OR DEPARTMENT

PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
501	1948	296	00	N	9		1,287.74CR	26,128.98	
501	1948	901	00	P	1		1,203.24CR	11,265.29	
501	1948	901	00	N	1		1,237.68	1,263.32	
501	1948	905	00	P	1			1,503.62	— To 927
501	1948	906	00	P	1	Fuse Bo.	14.40CR	4,576.96	
501	1948	909	00	P	1			136.80	
501	1948	910	00	P	1			431.00	
501	1948	914	00	P	1		187.38CR	1,048.70	
501	1948	918	00	P	1			565.54	
501	1948	920	00	P	1			156.25	
501	1948	921	00	P	1		80.00CR	1,310.69	
501	1948	922	00	P	1		15.84CR	30.40	
501	1948	923	00	P	1			38.31	
501	1948	926	00	P	1			2,591.66	
501	1948	926	00	N	1			16.58	
501	1948	927	00	P	1	Free Bo.		5,635.20	
		TOT	P1				1,500.86CR	29,287.86	
		TOT	N1				1,237.68	1,279.90	
		** JOB TOTALS **				**	263.18CR**	30,562.76	**

$4,587.86 - 4,523.79

UPRR XNG @ VANDECAR RD CONT NO FA PROJ NOS RRP 511001 100 STATE

501	1962	296	00	N	9			513.04CR		513.04CR	
501	1962	298	00	N	9			513.04		513.04	
501	1962	901	00	P	1	15.76		479.72		429.22	
501	1962	905	00	P	1					49.50	
501	1962	914	00	P	1					41.64	
501	1962	920	00	P	1			14.94		14.94	
		TOT	P1			15.76		494.66		585.80	
		** JOB TOTALS **				15.76	**	494.66	**	585.80	**

0016490000063081 CONT NO FA PROJ NOS RS 508001 100 STATE

502	1942	296	00	N	9					8,092.69CR	
502	1942	298	00	N	9					8,092.69	
502	1942	901	00	P	1					2,811.43	
502	1942	901	00	N	1					29.64	
502	1942	902	00	P	1					91.02	
502	1942	905	00	P	1					1,639.53	
502	1942	906	00	P	1					365.07	
502	1942	910	00	P	1					3,564.17	
502	1942	911	00	P	1					2.75	
502	1942	914	00	P	1					117.23	
502	1942	920	00	P	1					164.91	
502	1942	921	00	P	1					661.77	
502	1942	923	00	P	1					39.16	
		TOT	P1							9,432.04	
		TOT	N1							29.64	
		** JOB TOTALS **					**		**	9,461.68	**

6-81

1106

#9071

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

9071

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RS-B510(2)	Baker	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, involved construction of Bridge No. 16326 over Burnt River and Union Pacific Railroad. The bridge is 164 feet long and has a roadway width of 28 feet.

Work was completed July 19, 1980 on the UPRR/Burnt River (Huntington) Bridge Section of FAS route B 510, approximately 0.5 mile east of Huntington.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Douglas S. Coats	$ 224,865.00

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* _____

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

Info / Inves / R/D / D/R / Sign / Act / File — FOR — REFER TO — JAN 13 81 — RECEIVED STATE HWY ENGR

1-13 cy

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width NA feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
			X081	0.031

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
David B. Carter, Area Engineer	8-17-80

12. IN COMPANY WITH Discussed with J. Schlieski, Resident Engineer, OSHD; K. Sides, FHWA Trainee

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE David B. Carter — David B. Carter

14. TITLE	15. DATE
Area Engineer	1-5-81

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE G. K. HOSSNER Field Operations Engineer — G.K. Hossner

17. TITLE	18. DATE
Field Operations Engineer	1-5-81

FORM FH-33C
(Rev. 7-72) Previous editions of this form are obsolete

9.71

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Wildish Corvallis Construction Co. No. 9011	Talbot Rd.-Santiam River (Jefferson) Marion County	October 9, 1980
Willamette-Western Corp. No. 8998	Haines Rd.-Molalla River (Canby) Clackamas County	October 13, 1980
Western Bridge, Inc. No. 9126	Ames Creek (Sweet Home) Linn County	October 15, 1980
Peter Kiewit Sons' Co. No. 8959	Lexington-Bombing Range Road & Lexington-Pieper Canyon Road Morrow County	October 17, 1980
Fabricators, Inc. No. 9157	Libby Drive-Tarheel Creek Coos County	October 17, 1980
Hensel Phelps Const. Co. No. 8795	UPRR 2nd St. O'Xing (LaGrande) Union County	October 23, 1980
Hamilton Electric, Inc. No. 8940	Halsey St. @ 223rd Ave. (Fairview) Multnomah County	October 23, 1980
Hamilton Electric, Inc. No. 8837	Pac. Hwy. W. @ McDonald St.(Tigard) Washington County	October 23, 1980
Traffic Marking Spec. No. 9156	Coquille & Myrtle Point Pavement Marking Coos County	October 24, 1980
Hoberg Const., Inc. No. 9128	N. Tigard Intchge.-SW Beef Bend Rd. (Tigard) Washington County	October 27, 1980
Bracelin-Yeager Excav. & Trucking No. 9137	Newmark Ave.-Ocean Blvd. (Coos Bay) Coos County	October 27, 1980
Gervais Const. Co. No. 8817	Silver Falls State Park Marion County	October 30, 1980
C.W. McCallen Const. Co. No. 9124	Ferguson Rd.-Tekampe Rd. Deschutes County	October 30, 1980
Baker Redi-Mix, Inc. No. 9139	UPRR X'ing-LaGrande/Baker Hwy. (Baker) Baker County	October 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats Const. No. 9071	UPRR/Burnt River (Huntington) Br. Baker County	October 30, 1980
Baker Redi-Mix, Inc. No. 9171	Forest Boundary-North Powder River Baker County	October 30, 1980

November 10, 1980

C. T. Keasey
Asst. State Highway Engineer

9071

November 6, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9071

Gentlemen:

On November 4, 1980, we wrote to you concerning release of final payment on Contract No. 9071 awarded to Douglas S. Coats Construction on the UPRR/Burnt River (Huntington) Bridge Section of FAS 2510 in Baker County.

Final payment on this contract is $11,302.24 and the total contract amount is $225,899.17, including $1,466.47 for work performed under force account.

Sincerely,

Robert W. Corrsen
CONSTRUCTION SERVICES

cc:
cc: Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc: C. T. Keaney
Walt Hart
W. E. Schwartz

N 9071

10-3-20

CONSTRUCTION NARRATIVE REPORT

Project: UPRR/Burnt River (Huntington) Br.
Highway: FAS B510
County: Baker
Contractor: Douglas S. Coats, Inc.

Contract: 9071
Prefix: 501-1003
FA # RS-B510(2)
Resident: Schlieski

This project consisted of the replacement of an existing structure over the Union Pacific Railroad mainline and the Burnt River on the Snake River Road, northeast of Huntington.

New Alignment: The new structure was built on a new alignment to the east and tight against the old bridge. This was done to improve the alignment slightly and leave the old structure for the necessary detour.

Approach Work: The reconstruction of the approaches to the new structure was completed by Baker County. Their work substantially complied with our requirements, with the State providing only the centerline stakes and grade stakes. Their compaction efforts could have been better on the side slopes and right at the bridge ends. The surfacing at the bridge ends has settled several inches and been patched since the completion of the structure.

Foundation: During location and design there was a suggestion that the bent one end of the structure be supported on a spread footing on the embankment placed by the county forces. Even the county didn't like this suggestion and bent 1 was designed as a pile bent. Based on this project's experience I'd never recommend a spread footing design on embankment placed by others - chances are very good that it won't work.

Beam Placement: During the location and design stages there was considerable concern about the existing signal and communication wires near bent 3 and their probable conflict during the placement of the prestressed beams. Since the estimated cost of the relocation of these lines by the railroad seemed excessive - we decided to let the contractor work around them. While the clearance on these wires was very tight and required some extra effort by the contractor - we did not have any unsurmountable problems working around them. Any extra costs the contractor may have added to the project due to this conflict were minor - compared to the estimated cost for the relocation of these lines. I think sometimes we worry too much about getting utilities out of the project area. Costs incurred moving the utility is not justified always when compared to the extra costs the contractor may incurr working around them.

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OCT 6 1980
CONSTRUCTION BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

Railroad Inspection:

Cooperation by the railroad and its personnel from the Idaho Division was excellent. Flagging and inspection time was held to a minimum by the railroad personnel. The railroad inspector accepted the responsiblity approving shoring and cribbing plans, etc. before we ever received approval from Omaha. In fact we had the bent 2 footing and column stub poured before the approval from Omaha was received.

On two occassions the railroad inspector became justifiably upset - once when we touched the signal wires with the crane during the placement of the beams in span 2. Touching the wires apparently sent signals everywhere that a rock slide had occurred and blocked the mainline. The inspector straightened this problem out quickly and chewed on the contractor a little. The second problem was when a temporary superintendent crossed the tracks with some equipment when the railroad inspector was not on the project - this was dumb on the contractor's part and everyone admits it but the temporary superintendent involved.

No railroad billings have been received todate. We've contacted the Idaho Division and they assured us that the billing was being prepared.

County and Contractor Conflict:

There was a minor conflict between the county and the contractor during the bridge removal work. The contractor offered to load the structural steel onto county trucks if the county could be there when the contractor was actually dismanteling the old bridge. Trying to schedule all this work around the trains, etc. the county was delayed and had to wait to be loaded. This delay was beyond the control of the contractor and the county should have recognized this. By the time the letter of acceptance was written by the county - the conflict had resolved it self.

Design Problem:

We experienced a minor problem with the design of the structural steel diaphragms. Morse Bros has revised the champher on the underside of the deck on the bulb-T beams - this revision changed the angle on the "T" connection to the diaphragm diagonal. Unfortunately on this project shop drawings showing the revised beams were approved as well as shop drawings on the structural steel diaphragms that were made according to plan. We all shared in the extra costs incurred and paid the contractor $348 for his extra work.

We need to make sure that approved drawings, etc. agree with each other and revisions that affect other items of the work are duly noted by everyone concerned.

General Comments:

In general this was a very good project with a minimum of problems. The temporary protection and direction of traffic was done by the contractor. We experienced no problems with the specified control of traffic.

Joseph A. Schlieski
Resident Engineer
10-3-80

9071 Final Report # 24

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: UPRR/Burnt River (Huntington) Bridge		WEEK ENDING: July 18, 1980
		SECTION PREFIX: 501-1003
HIGHWAY: FAS-B510		COUNTY: Baker
NAME OF JOB: UPRR/Burnt River (Huntington) Bridge	KIND OF WORK: Structure	
CONTRACTOR: Douglas S. Coats, Inc.	CONTRACT NUMBER: 9071	FEDERAL AID PROJECT NUMBER: RS-B510(2)
DATE OF CONTRACT: January 26, 1980	DATE WORK STARTED: February 6, 1980	ESTIMATED COMPLETION DATE: July 80
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS: 180	WORK DAYS USED: 175
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 97
PROJECT AUTHORIZATION: $ 288,704.28	ENGINEERING AUTHORIZATION: $ 22,892.85	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98
EXCLUSIVE OF ENGINEERING: $ 265,811.43	ENGINEERING COST TO DATE: $ 17,412.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 265,811.43	This Week $452.00	DATE PROJECT WAS COMPLETED: 7-19-80
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 76 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

Backhoe, Hand tools, etc.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16326							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	13	Ptly cldy, warm	1		
MONDAY	14	Cldy, shwrs	1		
TUESDAY	15	Fair, hot	1		
WEDNESDAY	16	Clear, hot	1		
THURSDAY	17	Clear, hot	1		
FRIDAY	18	Ptly cldy, hot	1		
SATURDAY	12	Ptly cldy	1		

Keesey K — Richards
Jeckmond — Berg
Hopkins — Inloes
Williams — Widmer
Johnsen — Gebauer
Glenn ✓ — Church

RECEIVED
JUL 21 1980
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 13	No activity
14 MONDAY	General clean up Finishing concrete surfaces
15 TUESDAY	Completed installation of fence Completed removal of old structure Finishing concrete surfaces
16 WEDNESDAY	Finishing concrete surfaces General clean up
17 THURSDAY	Removing material from job site General clean up
18 FRIDAY	General clear up Removing material from job site.
12 SATURDAY	No activity

REMARKS

STATUS: Job completed 7-19-80

Semi-estimate and records will be submitted by 7-28-80.

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

9071 7-15-80

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE: Oregon	FEDERAL AID PROJECT NO.: RS-8510(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 1-31-78 To: 11-24-79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$30,533.32	$29,287.86	85.80%	$25,128.98	$25,128.98	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V.E. Skoog, Controller 7-15-80

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	UPRR/Burnt River Bridge Section Baker County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$28,856.86	
	Union Pacific Railroad Co.	All Required			431.00	
	Total Participating P.E. Cost				$29,287.86	
	Nonparticipating Cost					
	State P.E.	All Required			1,245.46	
	Total Nonparticipating Cost				$ 1,245.46	
	Total Project Cost				$30,533.32	
	Prepared based on Participating costs as shown on Federal Billing as of 7/17/80.					

AMOUNT CARRIED FORWARD

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	UPRR Burnt River (Huntington) Bridge Snake River County Road Baker County					
	Construction					
	Type Code X081					
	Structure (Sta. 1990+43 To Sta. 1992+07)					
	Formal Contract Payment Summary	LUmp Sum			$225,899.27	
SFO	#1 UPRR Protective Cost	All Required			18,323.26	
	Total Participating Construction				$244,222.53	
	Construction Engineering					
	State	All Required			26,873.27	
	Misc. Project Cost					
	Audit Expense	All Required			488.42	
	Total Participating Project Cost				$271,584.22	
	Nonparticipating Project Cost					
	Interest on Formal Payments	All Required			57.51	
	Construction Engineering	All Required			145.94	
	Total Nonparticipating Project Cost				$ 203.45	
	Total Project Cost				$271,787.67	
	Prepared based on Federal Billing as of 1/13/83.					

AMOUNT CARRIED FORWARD

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	501-1003
FHWA SCHEDULE NO.	
PAID BY	

STATE	FEDERAL AID PROJECT NO. RS-8610(2)
PROGRAM APPROVED Oregon	VOUCHER PERIOD From: 11/20/79 To: 1/5/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$271,787.57	$271,584.22	88.15%	$239,401.49	$239,401.49	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		Controller 1/3/83

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

TOTAL TO DATE JOB COST SUMMARY — JUNE 1980 —

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	501	1942	901	00	N 1			2,310.92
	501	1942	905	00	N 1			967.72
	501	1942	906	00	P 1			76.40
	501	1942	906	00	N 1			2,340.47
	501	1942	914	00	P 1			4.32
	501	1942	918	00	P 1			223.79
	501	1942	918	00	N 1			1,041.21
	501	1942	920	00	P 1			33.40
	501	1942	921	00	P 1			192.67
	501	1942	921	00	N 1			51.32
	501	1942	923	00	P 1			464.44
	501	1942	924	00	P 1			53.88
	501	1942	926	00	P 1			277.45
	501	1942	926	00	N 1			1,389.19
			TOT	P1				1,316.06
			TOT	N1				8,100.83
			** JOB TOTALS **			**	**	9,416.89 **

STATE

UPRR/BURNT R.V BR. HUNTGTN	CONT NO		FA PROJ NOS	RS	510001 100			
	501	1948	296	00 N 9		1,275.00CR	15,505.37CR	28,566.72CR
	501	1948	297	00 N 9		1,275.00	1,275.00	2,150.00
	501	1948	298	00 N 9			14,230.37	26,416.72
	501	1948	901	00 P 1			232.15	12,468.53
	501	1948	901	00 N 1				25.64
	501	1948	905	00 P 1			1,503.62	1,503.62
	501	1948	906	00 P 1			2,434.80	4,591.35
	501	1948	909	00 P 1			133.10	134.30
	501	1948	910	00 P 1			431.00	431.00
	501	1948	914	00 P 1			1,023.34	1,236.08
	501	1948	918	00 P 1			553.87	565.54
	501	1948	920	00 P 1			156.25	156.25
	501	1948	921	00 P 1			1,390.64	1,390.64
	501	1948	922	00 P 1			46.24	46.24
	501	1948	923	00 P 1			38.31	38.31
	501	1948	926	00 P 1			810.57	2,591.66
	501	1948	926	00 N 1				16.58
	501	1948	927	00 P 1			5,635.20	5,635.20
			TOT	P1			14,389.09	30,788.72
			TOT	N1				42.22
			** JOB TOTALS **			**	14,389.09 **	30,830.94 **

1,390.64
565.20
4,591.35
11,617.19

STATE

UPRR XNG @ VANDECAR RD	CONT NO		FA PROJ NOS	RRP	511001 100			
	501	1962	905	00 P 1		27.00	49.50	49.50
	501	1962	914	00 P 1		41.64	41.64	41.64
			TOT	P1		68.64	91.14	91.14
			** JOB TOTALS **			68.64 **	91.14 **	91.14 **

#7071 2-6-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: [illegible]-B510(2)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 80135

COUNTY NAME: Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

2-13
Orig

RECEIVED
STATE HWY ENG.
FEB 13 '80
REFER TO
Moehring
FOR

Info	Invest	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10/17/79	12/28/79	Secondary B510	County Road

GENERAL LOCATION:

UPRR/Burnt River (Huntington) Bridge Section

GENERAL DESCRIPTION OF WORK:

Railroad work

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED [illegible] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1/30/80 letter you are authorized to proceed with the work covered by the Agreement with Union Pacific Railroad Company, approved by the Highway Division on 11/13/79 under the provisions of your approved Secondary Road Plan. (This approval does not require an additional obligation of funds). A signed copy of the agreement is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/6/80	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 3-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-666

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	Oregon
9071 2-34	**FEDERAL-AID PROJECT AGREEMENT**	County: Baker
		Project No.: RS-B510(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 0.2 mi. NE of Huntington ECL

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-28-79	0.031
OTHER *(Specify)*		

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 288,704.00	$ 254,492.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Operation Programing Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 2-4-80

Form PR-2 (Rev. 10-78) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, January 23, 1980

Federal Aid Project
No. RS-B510 (2)

UPRR/BURNT RIVER (HUNTINGTON) BRIDGE
SNAKE RIVER COUNTY ROAD
BAKER COUNTY

Project Agreement Estimate.

Type Code X081
Structure (Sta. 1990+43 to Sta. 1992+07)

Mobilization	All Required		$ 20,000.00
Temporary Protection and Direction of Traffic	All Required		1,500.00
Temporary Signs	66 Sq.Ft.	10.00	660.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	350 Lin.Ft.	10.00	3,500.00
Bridge Removal Work	All Required		10,000.00
Shoring, Cribbing, Etc.	All Required		15,000.00
Structure Excavation	110 Cu.Yd.	10.00	1,100.00
Structure Excavation Below Elevation Shown	10 Cu.Yd.	20.00	200.00
Furnish HP 10x42 Steel Piling	192 Lin.Ft.	20.00	3,840.00
Drive Steel Piles	4 Each	300.00	1,200.00
Splice Steel Piles	1 Each	100.00	100.00
Structural Concrete, Class 3300 (105 Cu.Yd.)	All Required		26,000.00
70'/75' Deck Bulb Tee Prestressed Beams	4 Each	10,500.00	42,000.00
90'/95' Deck Bulb Tee Prestressed Beams	4 Each	13,300.00	53,200.00
Reinforcement (14,000 lbs.)	All Required		7,000.00
Structural Steel (2,000 lbs.)	All Required		3,500.00
Three Tube Steel Railing	321 Lin.Ft.	70.00	22,470.00
Class "B" Asphalt Concrete	56 Ton	75.00	4,200.00
Guard Rail, Type 2A	100 Lin.Ft.	15.00	1,500.00
Guard Rail, Type 3	100 Lin.Ft.	30.00	3,000.00
Guard Rail, Anchors, Type 1	4 Each	300.00	1,200.00
Rail End Pieces, Type C	4 Each	150.00	600.00
Loose Riprap, Class 700	130 Cu.Yd.	20.00	2,600.00
Filter Blanket	33 Cu.Yd.	15.00	495.00
			$ 224,865.00

Oregon State Highway Division
Salem, Oregon, January 23, 1980

Federal Aid Project
No. RS-B510 (2)

Anticipated Items		
Railroad Protective Costs	All Required	$ 29,000.00
Temporary Erosion Control	All Required	500.00
		$ 29,500.00
	Subtotal	$ 254,365.00
	Engineering	34,339.00
	Total	$ 288,704.00

Length of Structure - - - - - - - - - 0.031 mi.

Federal Funds 88.15%	$ 254,492
State Funds	17,106
County Funds	17,106
Total	$ 288,704

Group 1 100%
Contract No. 9071
Prefix 501-1948
Prefix 501-1003

9071

STATE OF OREGON

INTEROFFICE MEMO

Railroad & Utilities
DEPT.

378-6511
TELEPHONE

TO: Robert Gormsen, Manager
Commission Services

DATE: January 28, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: ODOT Agreement No.: RR-995
UPRR/Burnt River (Huntington) Bridge
Snake River Road FAS-B-510
Baker County
Contract No.: 9071

RAILROAD COMPANIES
FILE No. RR 995

Attached is the State's fully executed counterpart of an agreement among the Oregon Short Line Railroad Company and its leasee, Union Pacific Railroad Company, Oregon State Highway Division and Baker County, covering removal of the existing structure and the reconstruction of the Snake River Road Bridge over the Burnt River near Huntington.

RDT/vlw
cc: G. L. Green - w/copy
C. T. Keasey - w/copy
J. L. Sollis
V. E. Skoog - w/copy
D. E. Swan - w/2 copies
W. E. Schwartz - w/copy
Joe Schlieski - w/copy
Walt Hart - w/copy

2-6-80
noted in agree.
book

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RE ☐ RCE ☐ RME ☐ ROE ☑
RFA ☐ DEC 26 1979 ☐ F

RECEIVED
REGION 5 OFFICE

December 21, 1979

In Reply Refer to
File No.: COH 4

Baker County Court
Courthouse
Baker, Oregon 97814

Attn: Mr. Gary L. Bowling
Roadmaster

Gentlemen:

On December 20, 1979 a satisfactory bid was received from Douglas S. Coats, P.O. Box 311, Bend, Oregon 97701 for the UPRR/Burnt River (Huntington) Br. Section on Snake River Road, FAS B510. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$224,865.00
RR Protective Costs	$ 29,000.00
Temporary Erosion Control	500.00
4 1/2% Contingencies	11,446.43
9% Engineering	22,892.85
Est. Total Cost of Construction	$288,704.28
Est. PE Costs	23,500.00
Est. Total Cost of Project	$312,204.28

County's share is 6% of $312,204.28 =	$18,732.26
Less PE Advance Deposit	1,275.00
	$17,457.26

By rounding the County's advance deposit will be $17,460.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than January 11, 1980.

Please make your check for $17,460.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Orig. Signed by Swan

D. E. Swan
Operation Programming Engineer

HR:pf
bcc w/AD # 706: Roger Lang, Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD # 706 when check is received.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PE ☐ RE ☐ PRE ☐
DEC 28 1979
REFERRED TO _____
FOR _____
FILE: PM FA LG.

88-6-6
86 7-7
12-26-79 County says go with 88-6-6 to Eliminate accounting problems Roger

254,05[illegible]
20,68

Reid 1-15-80 Informed Union + Region

Form 734-2122

1071

STATE OF OREGON

INTEROFFICE MEMO

Railroad & Utilities DEPT. 378-6511 TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: December 4, 1979

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 1106
Crossing No. 2J-538.29-A

B U I L D I N G

Attached is a copy of Order No. 79-852 issued by the Public Utility Commissioner on November 28, 1979, relative to the above-subject matter.

RDT:mm

Attachment

cc: C. R. Burghardt, FHWA w/attch.
E. S. Hunter w/attch.
W. J. Hart w/attch.
C. T. Keasey w/attch.
R. L. Schroeder w/attch.
W. E. Schwartz w/2 attch.
C. K. Ansell w/attch.
J. A. Schlieski w/attch.
R. P. Hamilton w/attch.
J. L. Sollis w/attch.
Bob Judson w/attch.

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
DEC 4-'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

ORDER NO. 79-852

ENTERED November 28, 1979

EXISTING PUC CROSSING NO. 2J-538.30-A
DOT CROSSING NO. 819 460 U

NEW CROSSING NO. 2J-538.29-A

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1106

In the Matter of the Application of the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for authority, pursuant to ORS 763.030, to alter a separated crossing of Snake River Road and the Oregon Short Line Railroad Company and its lessee, Union Pacific Railroad Company, Main Line, near Huntington, Baker County, Oregon.	)))))))))	ORDER

On September 7, 1979, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing separated crossing of Snake River Road, a road under the jurisdiction of Baker County, over the main track and right-of-way of Oregon Short Line Railroad Company and its lessee, Union Pacific Railroad Company, Main Line, near Huntington, Baker County, Oregon.

Applicant proposes to relocate the existing over-crossing (Crossing No. 2J-538.30-A) of Snake River Road easterly of its present location. The existing steel girder structure is insufficient, both in strength and width for current highway needs. It will be replaced with a pre-stressed concrete structure.

By letter dated October 23, 1979, PUC staff requested clarification of several items in the application. Applicant, by letter dated October 24, 1979, provided the requested clarification.

Copies of the application and responses thereto were duly served upon Union Pacific Railroad Company, Baker County, Department of Land Conservation and Development, and applicant. No objection by any party has been made to granting of the application.

Due consideration has been given to all representations and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to relocate the existing overcrossing as requested herein is hereby granted.

2. Applicant shall:

   a. Construct the overcrossing structure, and bear 94 percent of the cost thereof;

   b. Remove the existing overcrossing (PUC No. 2J-538.30-A) after the new overcrossing has been opened to vehicular traffic, and bear 94 percent of the cost thereof; and

   c. Notify the Commissioner upon completion of its portion of the project.

3. Baker County shall:

   a. Maintain the entire structure, including all highway appurtenances, and bear all the cost thereof;

   b. Bear all the cost of damage to the structure caused by motor vehicle traffic on the highway;

   c. Bear six percent of the cost of constructing the new overcrossing structure and bear six percent of the cost of removing the existing overcrossing structure.

4. Oregon Short Line Railroad Company and its lessee, Union Pacific Railroad Company, shall maintain the railroad tracks, railroad drainage and all railroad facilities beneath the structure, and bear all the cost thereof.

After completion and during construction, the overcrossing shall have horizontal and vertical clearances equal to or in excess of those required by the Public Utility Commissioner.

Made, entered and effective 11/28/79.

PUBLIC UTILITY COMMISSIONER OF OREGON

JOHN J. LOBDELL
Public Utility Commissioner

RECEIVED
DEC 0 3 1979
RR & UTILITY UNIT

lip/0447F

9071

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2 8 79

FEDERAL AID PROJECT NO.: S-B510(2)

STATE PROJECT NO.: See below

COUNTY NAME: Baker

PROGRAM NO.:

ITEM NO.: 80135

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 - '79
REFER TO
FOR

Info	Inves	R/W	D/R	Sign	Acc	File

12-5 sig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
10-17-79	11-28-79	Secondary B510

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

UPRR/Burnt River (Huntington) Bridge Section

GENERAL DESCRIPTION OF WORK:

Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 11-20-79 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-28-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—731-015

9471 ① FAS B510

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 11 12179
Donald L Rout

December 20, 1979 Bid Letting _____ All Clear Deadline

SECTION UPRR/Burnt River (Huntington) Bridge
Highway FAS B510
County Baker Region 5
Type of Work Structure Funds FAS-C(RRR)
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment		X			X
Write-off Letter	X				
PERMITS:					
Division of State Lands		X			X
D.O.G.M.I.	X				
Corps of Engineers		X			X
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study		X			X

Section OPRR/Burnt Riv...(Huntington)Br. Program or Estimate

Highway FAS-B510 Project Length —

County Baker Completion Time 180 working days

Kind of Work [illegible] Est. Comp. Date

Prefix [illegible] Letting Date [illegible] Project No. FS-B510(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION — Date: 11-19-79

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lana Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Construction	Maintenance	Technical Services Engineer
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Support Services
Employee Development	Motor Vehicles	Transportation Policy & Program Development
Engineering (Design)	Organization & Manpower Services	Travel Information
Environmental	Parks & Recreation	Utilities
Equipment Shops & Storeroom	Permits & Weighmaster	Metropolitan
Finance (HQT)	Personnel Operations	Region Number 3
FHWA	Photocopy	District Number
	Proj. Mgmt. & Operations Planning	

ATTENTION: Roger Long

FROM: HR.

COMMENTS: Please inform the County.

SP*70682-734

Form 731-0022 (7/70)

Contract Amount . . . . . $ 254,507—

[illegible] $ 29,500

Subtotal $ 284,007—

Contingencies (4-1/2%) 12,780 32

Engineering (8 (9) 10%) 25,560 63

Subtotal $

~~Credit for~~ _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 322,347 95

APPROVED

NOTED
D. O. Christensen

Road Design Engineer

Section [illegible] (Widening) Programming Estimate $ _____

Highway [illegible] Project Length —

County Baker Completion Time 180 cal. days

Kind of Work [illegible] Est. Comp. Date _____

Prefix [illegible] Letting Date [illegible] Project No. RS-B510(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 254,507—

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs	29000	
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
_____		
_____		
_____		
_____		
_____		
		$ 29,500

Subtotal	$ 284,007—
Contingencies (4-1/2%)	12,780.32
Engineering (8 (9) 10%)	25,560.63
~~Subtotal~~	$
~~Credit for~~ _____	_____
Estimated Net Authorization, Construction	$ 322,347.95

APPROVED

NOTED
D. O. Christensen

_____
Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date
Section UPRR/Burnt River Bridge
County Baker
Kind Of Work Length Name Day

11-7-79

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(9%)	21,000
	Temporary Protection and Direction of Traffic		All	All		1500
	Temporary Signs		Sq Ft	66	6-	396
	Temporary Continuous Steel Traffic Barriers, Relocated		Lin Ft	350	9-	3150
	Bridge Removal Work		All	All		12,600
	Shoring, Cribbing, Etc.		All	All		7000
	Structure Excavation		Cu Yd	110	27-	2970
	Structure Excavation Below Elevations Shown		Cu Yd	10	30-	300
	Furnish HP10x42 Steel Piling		Lin Ft	192	13-	2496
	Drive Steel Piles		Each	4	2500-	10,000
	Splice Steel Piles		Each	1	100-	100
	Structural Concrete, Class 3300 (Incl. 325 cy)		All	All		34,125
	70'/75' Deck Bulb Tee Prestressed Beams		Each	4	12,200	48,800
	90'/95' Deck Bulb Tee Prestressed Beams		Each	4	15,900	63,600
	Reinforcement (14,000 lbs @ 0.50)		All	All		7000
	Structural Steel (2,000 lbs @ 2.50)		All	All		5000
	Three Tube Steel Railing		Lin Ft	321	60-	19,260
	Class "B" Asphalt Concrete		Ton	56	45.00	2520
	Guard Rail, Type 2.4		Lin Ft	100	25.00	2500
	Guard Rail, Type 3		Lin Ft	100	30.00	3000
	Guard Rail Anchors, Type 1		Each	4	350.00	1400
	Rail End Pieces, Type 6		Each	4	175.00	700
	Loose Riprap, Class 700		Cu Yd	130	30.00	3900
	Filter Blanket		Cu Yd	33	30.00	990

9671

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

November 6, 1979

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: UPRR/Burnt River (Huntington)
Bridge Section
FAS B 510, Snake River Road
Baker County

TO: Walt Hart
Bridge Engineer

SALEM

Enclosed for your records are one set of preliminary drawings 34611, 34671 and 34672 which have been approved by the Baker County Court.

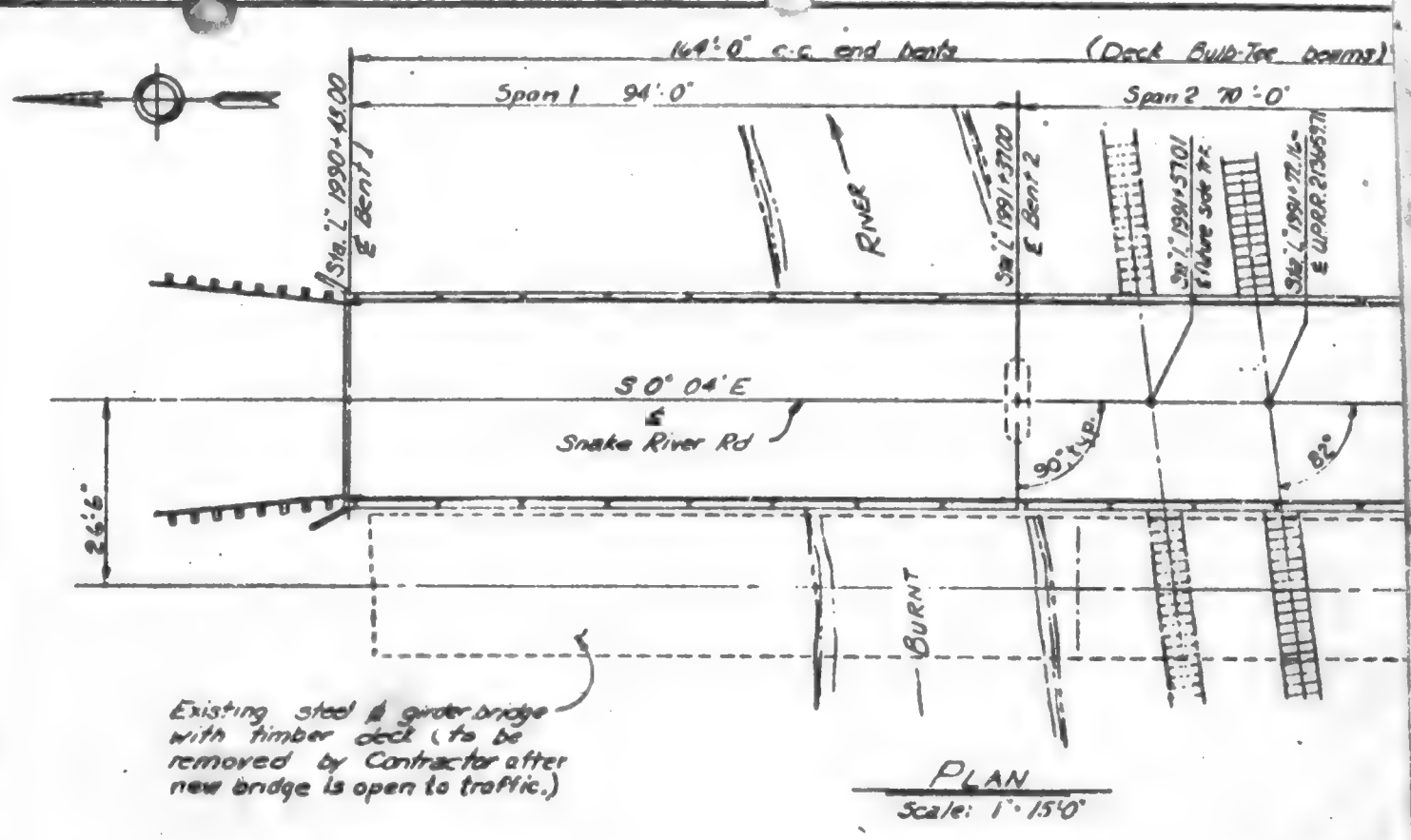
It is noted the Advance Plans dated October 22, 1979 show the details requested on the approved drawings.

Baker County forces will begin constructing the required fill north of the Burnt River within the next week. This work will be monitored by J. A. Schlieski to insure proper location and incorporation of material which will be suitable for the driven piling on bent 1. This work should be completed prior to the December 20 bid opening date.

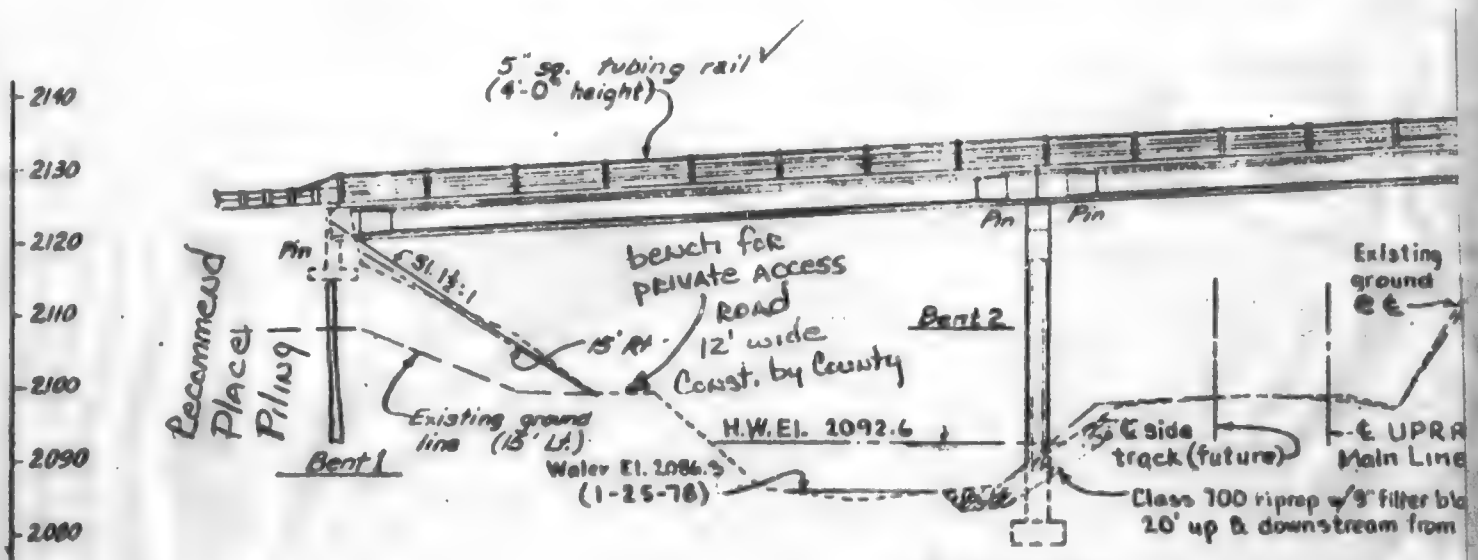
RCL/vt
Enc.
cc: Judge Fuller
Gary Bowling
D. E. Swan
D. O. Christensen
J. A. Schlieski

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
NOV 9 1979
REFERRED TO _____
FOR _____
FILE: PM FA LG.

D. E. Lyon

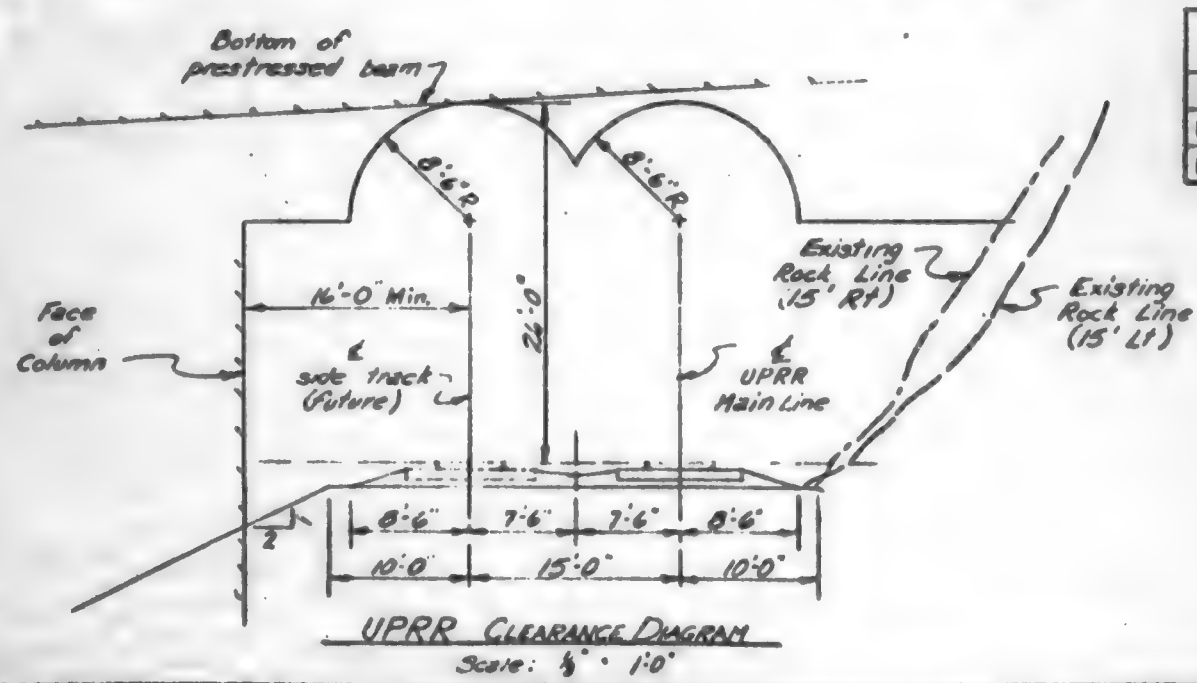

164'-0" c.c. end bents (Deck Bulb-Tee beams)
Span 1 94'-0"
Span 2 70'-0"
Sta. 2" 1990+43.00 ℄ Bent 1
RIVER
Sta. 2" 1991+37.00 ℄ Bent 2
Sta. 2" 1991+57.01 ℄ Future Track #2
Sta. 2" 1991+77.16 ℄ UPRR Existing
S 0° 04' E
℄ Snake River Rd
90° Typ.
82°
26'-6"
BURNT
Existing steel ⌀ girder bridge with timber deck (to be removed by Contractor after new bridge is open to traffic.)

PLAN
Scale: 1" = 15'-0"



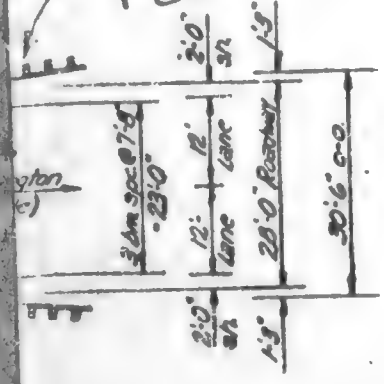
ELEVATION
Scale: 1" = 15'-0"

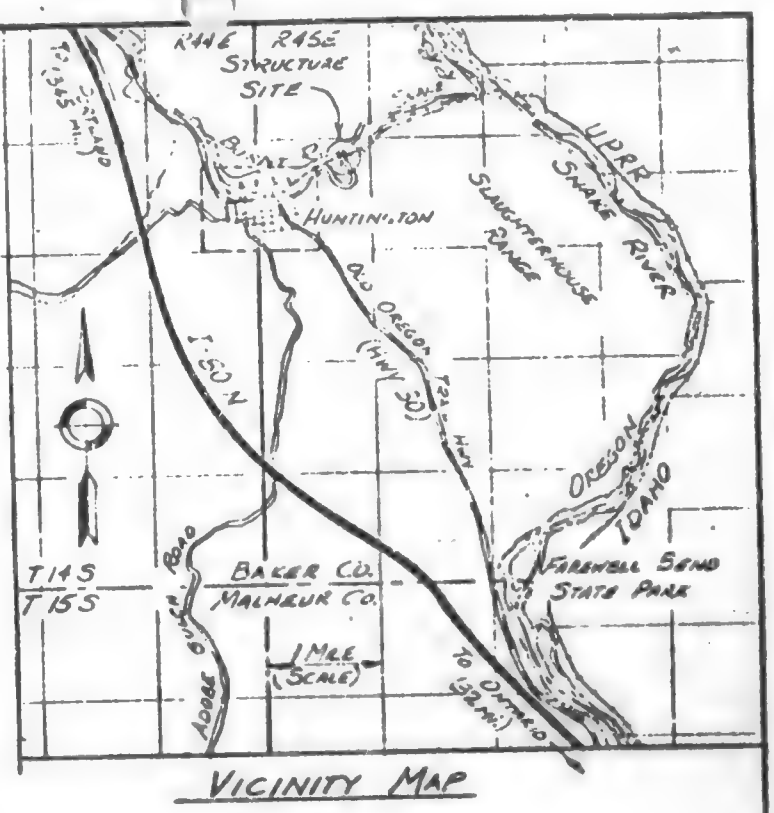
	D fl
Discharge, cfs	2
Frequency, yrs.	
H.W. Elevation, fL	20



UPRR CLEARANCE DIAGRAM
Scale: ½" = 1'-0"

signal and unication line. Approach Guardrail placed by Contractor

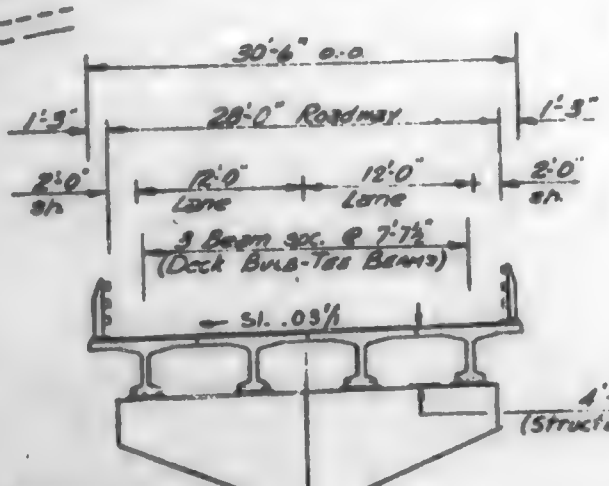




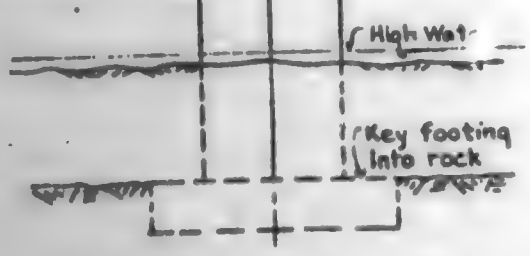
VICINITY MAP

Sta. 2+1993.80
Elev. 2442.75

+5.00



Maximum Flood year, 1964
2220
13
2092.6



ELEVATION - BENT 2
Scale: ½"=1'-0"

APPROVED BY

COUNTY OF Baker

Dennis L Fuller
JUDGE OR CHAIRMAN

Fred W Bingen
COMMISSIONER

Stewart Sullivan
COMMISSIONER

DATE 11/7/79

Bridge designed for HS 20-44 loading with an allowance of 50 psf for wearing surface.

APPROVED Walter Hunt P.E.
STRUCTURAL DESIGN ENGINEER
P.E.
TECHNICAL SERVICES ENGINEER

DESIGNED
DRAWN G.M. Vaughn
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

HUNTINGTON BRIDGE
UPRR/BURNT RIVER (HUNTINGTON) SECTION
SNAKE RIVER ROAD (FAS B-510) BAKER CO.
PRELIMINARY PLAN & ELEVATION

ACCOMPANIED BY DWGS.

DATE Sept. 27, 1979
BRIDGE NO. 16326

SHEET 1 OF 1
DRAWING NO. 34611

TOTAL TO DATE JOB COST SUMMARY — OCTOBER 1979 — PAGE 565

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	ER	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
UPPR/BURNT RIV BR, HUNTGTN	CONT NO	FA PROJ NOS RS	510001 100				STATE
	501 1948	296	00 N 9	1,932.56CR	5,407.12CR	18,468.42CR	
	501 1948	297	00 N 9			875.00	
	501 1948	298	00 N 9	1,932.56	5,407.12	17,593.47	
	501 1948	901	00 P 1	12.03	31.52	12,262.90	
	501 1948	901	00 N 1			25.64	
	501 1948	905	00 P 1	1,149.80	1,387.06	1,387.06	
	501 1948	906	00 P 1	19.53	2,176.57	4,733.12	
	501 1948	909	00 P 1	133.10	133.10	134.38	
	501 1948	910	00 P 1	431.80	431.80	431.80	
	501 1948	914	00 P 1	452.80	519.46	712.28	
	501 1948	918	00 P 1		553.87	565.54	
	501 1948	920	00 P 1		14.78	14.78	
	501 1948	921	00 P 1	269.70	269.70	269.70	
	501 1948	922	00 P 1		26.44	26.44	
	501 1948	926	00 P 1		810.57	2,591.66	
	501 1948	926	00 N 1			16.58	
	501 1948	927	00 P 1	1,036.44	1,036.44	1,036.44	
		TOT	P1	6,504.40	10,390.51	26,790.14	
		TOT	N1			42.22	
		** JOB TOTALS **		6,504.40 **	10,390.51 **	26,832.36 **	

BELL FOUNTAIN RD-PAC HWY H	CONT NO	FA PROJ NOS RS	508001 100				STATE
	502 1942	296	00 N 9			8,109.42CR	
	502 1942	298	00 N 9			8,109.42	
	502 1942	901	00 P 1			2,811.43	
	502 1942	901	00 N 1			29.64	
	502 1942	902	00 P 1			91.83	
	502 1942	905	00 P 1			1,639.52	
	502 1942	906	00 P 1			356.67	
	502 1942	910	00 P 1			3,573.42	
	502 1942	911	00 P 1			2.76	
	502 1942	914	00 P 1			117.23	
	502 1942	920	00 P 1			165.21	
	502 1942	921	00 P 1			651.77	
	502 1942	923	00 P 1			34.16	
		TOT	P1			9,451.85	
		TOT	N1			29.64	
		** JOB TOTALS **		**	**	9,481.18 **	

THORNTON LK BR	CONT NO	FA PROJ NOS RS	516001 100				STATE
	502 1952	296	00 N 9		6.19CR	887.25CR	
	502 1952	298	00 N 9		6.19	887.25	
	502 1952	904	00 P 1	1,143.00	1,143.00	1,143.00	
	502 1952	910	00 P 1			807.95	
	502 1952	911	00 P 1			60.30	

9071

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer

DATE: October 22, 1979

FROM: T. G. Thompson
Supervising Structural Des. Engr.

SUBJECT:
UPRR/Burnt River(Huntington)Bridge
Snake River Rd. FAS B510
Baker County
Bridge 16326

Enclosed are two reduced prints of Drawings 34936-42 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Railroad Work	$ 40,000
Structure	245,000
Engineering & Contingencies	49,000
TOTAL	$334,000

It is planned to call for bids on this section on December 20, 1979.

Please make a field review and return one set by November 1, 1979 with your comments and/or corrections noted thereon.

TGT:smd
Enclosures

cc Gary Bowling, Baker Roadmaster /w/ 2 encls.
H. A. Schell /w/ 2 encls.
Specs Unit /w/ 1 set encls. Estimate sheet will follow and designer's notes.
Construction /w/ 1 encl.
Utility Unit /w/ 1 encl.
~~County~~-City Unit
Engineering /w/ 1 encl.
J. Schlieski, Res. Engr. /w/ 1 encl.

81-125-1387

1071

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: -B510(2)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.:

ITEM NO.: 80135

COUNTY NAME: Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

10-24
Orig

RECEIVED
STATE HWY ENGR
OCT 24 '79
REFER TO
Moehring
FOR

LND	LITES	RAD	DAR	SIG	ACC	FAS

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10-17-79	10-17-79	Secondary B510	County Road

GENERAL LOCATION:

UPRR/Burnt River (Huntington) Bridge Section

GENERAL DESCRIPTION OF WORK:

Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 7-17-79 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $360,400 Federal funds $317,690 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimumdesign standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-17-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—721-013

9071

Baker County

ROAD DESIGN SECTION 378-6558

J. R. Boyd
Manager, Right of Way

October 10, 1979

J. H. Verstoeg
Road Design Engineer

File 50673
UPRR/Burnt River (Huntington) Bridge Sec.
Snake River Road
Baker County

Attached is a description and an authorization for project scheduled for December 20, 1979.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By: W. H. Wakerlig
R/W Descriptions Engineer

WHW:cj
Attachments

90-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

REGION 5 OFFICE

W. E. Schwartz
Region 5 Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

October 3, 1979

Mr. Gary Bowling, Baker County Roadmaster
Courthouse
Baker, Oregon 97814

Dear Gary:

Enclosed are two sets of preliminary plans for the UPRR/Burnt River (Huntington) Bridge Section for your review.

The present estimate of contract cost is as follows:

Railroad Work	$ 75,000
Structure	232,500
Contingencies and Engineering	46,500
Total Estimated Cost	$354,000

This figure is considerably above the $189,200 figure which we had discussed in June of 1977. However, when 12% per year for added construction costs is applied and we consider the fact we are unable to utilize any of the existing structure, the cost is very realistic ($189,200 x 1.12 x 1.12 = $237,332). All of the above costs are participating which result in an estimated cost to the County of $21,240.

Please review the plans carefully and if found acceptable, present them to the County Court for approval. If any changes are required, please show the revision in red.

After the plans are approved, return one set of plans to me for further processing.

Form 734-3123

Our present plans call for bid opening on December 20, 1979. This delay is necessary because we do not have approval from the Union Pacific Railroad and a PUC crossing permit is needed.

Do not hesitate to call me if you have any questions.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Engineer

RCL:vt
Enc.

MANAGEMENT BRANCH
STE ☐
PRE ☐ RE ☐
OCT 5 1979
REFERRED TO
FOR
FILE: PM FA LG.

cc: Jack Keller
Dan Dunn
Ted Thompson
J. A. Schlieski

9071

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer
Atten. Roger C. Lang
Reg. Fed. Aid Engr.

DATE: September 28, 1979

SUBJECT

UPRR/Burnt River (Huntington) Br.
UPRR/Burnt River (Huntington) Sec.
Snake River Rd., FAS B510
Baker County
Bridge 16326

FROM: T. G.Thompson
Supervising Structural
Design Engineer

Enclosed are four reduced prints of drawings 34884, 34671 and 34672, which are the preliminary plan and elevation and vicinity map for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Railroad Work	$ 75,000
Structure	232,500
Engineering & Contingencies	46,500
TOTAL	$354,000

Please use these prints to obtain the approval of Baker County and return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

It is planned to call for bids on this project on December 20, 1979.

ATB:dh
Enclosures

cc H. A. Schell /w/ 1 set encls.
Road Design /w/ 1 set encls.
County-City Unit
Environment Sec. (Maxine Banks) /w/ 1 set encls.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
OCT 1 1979
REFERRED TO _____
FOR _____
FILE: PM FA LG.

81-125-1307

9071

ROBERT W. STRAUB

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

September 6, 1979

Crossing No. 2J-538.30-A

David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Dear Dave:

Enclosed is an original and eight (8) copies of the application in the name of the Oregon Department of Transportation as agent for Baker County regarding the reconstruction of the separated crossing of the Union Pacific Railroad near Huntington in Baker County.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:mm

Enclosures

cc: H. S. Coulter w/att.
E. S. Hunter w/att.
W. J. Hart w/att.
W. E. Schwartz w/att.
C. T. Keasey w/att.
B. E. Swan w/att.
J. L. Sollis w/att.

RECEIVED
STATE HWY ENGR
SEP 7 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 81-734-6123 (Rev. 7-77)

PUC Docket No. SXF _____

PUC Crossing No. 2J-538.30-A

DOT-AAR Crossing No. 819 460 U

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the matter of the application of Oregon Department of Transportation
(name of applicant)

as agent for Baker County

for the authority, pursuant to ORS 763. 030 (020/030/040), to

alter (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of Snake River Road FAS-B510
(name of street or highway)

and Union Pacific Railroad Co.
(name of railroad company),

Mainline
(name of railroad main or branch line or other trackage)

near Huntington (in/near) (name of city/town/rail station), Baker (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection account (ORS 763.270, .280, .290). Estimate of dollar cost to fund: $_____

☒ Federal-Aid Highway System funds.*

1978 Surface Transportation Act.

☐ Other Federal funds.*

_____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (31) 10-77
Replaces AX-1/75

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) X Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing. (Simplified form 203 (31) 10-77 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under (5) above.)

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) ____ Other (please specify) _____

_____

If item (1), (2), (3), (4), (5) or (6) is checked, has a siting permit for a public transportation facility been obtained pursuant to ORS 197.415?

_____ If no, why not? _____
(yes/no)

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	221-1300	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Division Engineer	288-8221	(Portland)
or--	208-232-4450	(Pocatello)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: The State of Oregon as agent for Baker County

   Address: _____

2. Statutory authority under which this application is made: ORS 763. 030 (020/030/040)

   Note: If a new grade crossing is proposed -- ORS 763.020; if an existing grade or separated crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

   Railroad milepost 1 mi. east of Huntington

   City near Huntington

   Nearest railroad station Huntington

   County Baker

   The proposed project is to be in the NE 1/4 of the NE 1/4 of Section 18, Township 14S, Range 45 E, W. M.

4. Name of public highway involved in this project:

   Snake River Road FAS-8510

   Name of public authority with jurisdiction over this highway:

   Baker Co.

5. Name of railroad involved in this project: Union Pacific

   (include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

   a. Union Pacific
   b. Baker County
   c. _____
   d. _____
   e. _____
   f. _____

   Have you served each of these parties with a copy of this application? No (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose):

The project consists of replacing an existing steel girder structure with a prestressed concrete beam structure on new concrete bents on new alignment.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

If yes, why? Existing structure is deficient in strength and roadway width for modern highway traffic.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a saparated crossing at this location?

_____ (yes/no) If no, why not? _____

11. Physical description of the crossing:

a. The Highway

(1) Alignment--Describe the highway alignment for 1000 feet on each approach, both before and after the project:

(2) *Width--The highway is _____ feet wide at the crossing at present; after completion of the project, it will be _____ feet wide at the crossing; consisting (from _____ (N or E) to _____ (S or W)) of:

At present--		After completion--	
Shoulder** of	_____ feet	Shoulder of	_____ feet
_____ lane(s) at	_____ ft. ea.	_____ lane(s) at	_____ ft. ea.
Median of	_____ feet	Median of	_____ feet
_____ lane(s) at	_____ ft. ea.	_____ lane(s) at	_____ ft. ea.
Shoulder of	_____ feet	Shoulder of	_____ feet

* Measurement of highway width should be along a line perpendicular to the highway.
** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

11.a. (Continued)

(3) Surface--	At present:	After completion:
Type of surface on traveled way:		
on approaches	_____	_____
at crossing	_____	_____
Type of surface on shoulders;	_____	_____
Condition of surface:		
on approaches	_____	_____
at crossing	_____	_____
Is the highway curbed on the approaches?	_____	_____
Is there one or more sidewalks at this crossing?	_____	_____

If either answer to the above question is "Yes", please describe below, including width and location of each sidewalk:

_____

_____

(4) Gradient, going toward crossing on--	At present:	After completion:
_____ (N or E) approach	± _____ %	± _____ %
_____ (S or W) approach	± _____ %	± _____ %

(5) Nearest public roadway intersection on each approach--

(a) _____ (N or E) approach: _____ ft; ADT _____

(b) _____ (S or W) approach: _____ ft; ADT _____

Name of road or highway:

(a) _____

(b) _____

Public authority with jurisdiction over road or highway:

(a) _____

(b) _____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) _____ (yes/no); (b) _____ (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the state grade crossing protection account, they should also be listed under item 14 herein.)

(6) Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

b. The Railroad

	At present:	After completion:
(1) Number of tracks--	_____	_____

Name of each track from _____ (N or E) to _____ (S or W):

(2) Angle of intersection-- _____° _____°

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

11.b. (Continued)

(4) Nearest switch--

	At present:	After completion:
_____ (N or E) of crossing:	_____ ft.	_____ ft.
_____ (S or W) of crossing:	_____ ft.	_____ ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume--

At present: _____; After completion: _____;

Expected 5 years from completion: _____.

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion:
300 ft. from crossing on _____ (N or E) approach:	_____ mph	_____ mph
on _____ (S or W) approach:	_____ mph	_____ mph
At crossing:	_____ mph	_____ mph
Posted speed limit on approaches:	_____ mph	_____ mph

(3) Direction of traffic flow: _____ (N & S, etc.) _____

b. The Railroad

(1) Train movements-- (avg. per day)

	At present:	Expected after completion:
Freight trains:	_____	_____
Switching movements:	_____	_____
Passenger trains:	_____	_____

(2) Speed of trains--

Maximum allowable:	_____ mph:	_____ mph
Typical:	_____ mph	_____ mph
Slowest Normal:	_____ mph	_____ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 10 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
_____ (N or E) approach:	_____ft. to right; _____ft. to left
_____ (S or W) approach:	_____ft. to right; _____ft. to left

13.a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

_____ approach: (N or E)

_____ ft. to right; _____ ft. to left

_____ approach: (S or W)

_____ ft. to right; _____ ft. to left

If these sight distances will be changed on completion of the project, please explain below:

_____

_____

_____

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

_____ (yes/no)

If yes, please explain by what and at what point it will be obstructed:

_____

_____

_____

_____

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles?

_____ (yes/no)

If yes, explain how you propose to overcome this problem:

_____

_____

_____

_____

If no, why not?

_____

_____

_____

_____

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
*Standard No. 4, automatic gate signal
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
**Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guard rail
Non-mountable curb
**Traffic signals at adjacent intersection
Track circuitry to interconnect crossing signals with traffic signals at adjacent intersection
Traffic signals at crossing

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.
** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: _____

Number of such devices: _____; To be located as follows: _____

_____

_____

(1) Who will perform the installation: _____

(2) Estimated cost of installation: $_____***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

(4) Who will maintain these devices? _____

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

*** Include cost of furnishing the protective device(s).

14. (Continued)

b. Protection type: _____

Number of such devices: _____ ; To be located as follows: _____

_____

_____

(1) Who will perform the installation? _____

(2) Estimated cost of installation: $_____***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

(4) Who will maintain these devices? _____

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____
_____	_____

c. Protection type: _____

Number of such devices: _____; To be located as follows: _____

_____

_____

(1) Who will perform the installation? _____

(2) Estimated cost of installation: $_____***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

(4) Who will maintain these devices? _____

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

NOTE: Add 14d, e, etc., on separate sheet, if needed.

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

_____

Estimated cost of this portion: $_____

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: _____

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

_____

b. Remainder of crossing area: _____

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

_____

b. Remainder of crossing area: _____

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

_____

b. Remainder of crossing area: _____

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer.
Example: Main track--predictor units; Spur tracks--island circuits.)

_____

_____

_____

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

_____ (yes/no) If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

_____

_____

_____

SECTION III. Separated Crossings

20. At the crossing, the highway will be above (above/below) the railroad tracks.

20. (Continued)

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? _____ (yes/no)

If no, please give reasons why attenuators are not necessary:

_____

_____

_____

21. Who will construct the structure?

Oregon Department of Transportation as agent for Baker County

22. Who will pay for such construction?

Name of Party	Percent of Cost
Baker County	6
State of Oregon	6
US DOT	88

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Baker County

b. All highway appurtenances: Baker County

c. Above the bottom of the beams plus the beam-bearing assemblies:

Baker County

d. Railroad tracks, railroad drainage and all railroad facilities:

UPRR

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Baker County

b. All highway appurtenances: Baker County

c. Above the bottom of the beams plus the beam-bearing assemblies:

Baker County

d. Railroad tracks, railroad drainage and all railroad facilities:

UPRR

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? Baker County

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? NO (yes/no)

26. (Continued)

If so, describe (and attach complete drawing): _____

_____

_____

_____

_____

27. Is a temporary crossing at grade necessary during the construction period? No (yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: _____.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.)

_____

_____

SECTION IV. -- PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

_____

_____

_____

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: _____

_____

Route B: _____

_____

30. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A -- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: _____

_____

30. (Continued)

Route B: _____

_____

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: _____

_____

Route B: _____

_____

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? _____ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

_____

_____

_____

33. What protective devices are currently installed at the crossing to be closed?

_____

_____

_____

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? _____ (yes/no)

35. Who will close the crossing? _____

36. Who will bear the expense of closing the crossing? _____

_____

37. Who will maintain the barricades, if any, at the closed crossing?

_____

38. Who will pay for said maintenance? _____

_____

SECTION V. -- (To be completed by all.)

39. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain: _____

_____

_____

39. (Continued)

If no, explain why not: Replacing existing structure.

40. Other items of construction and cost distribution:

* *

41. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: _____

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 5 day of September, 1979.

H S Coulter
(Applicant)

James L. Swan
(Attorney)

I, H. S. Coulter, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

H S Coulter

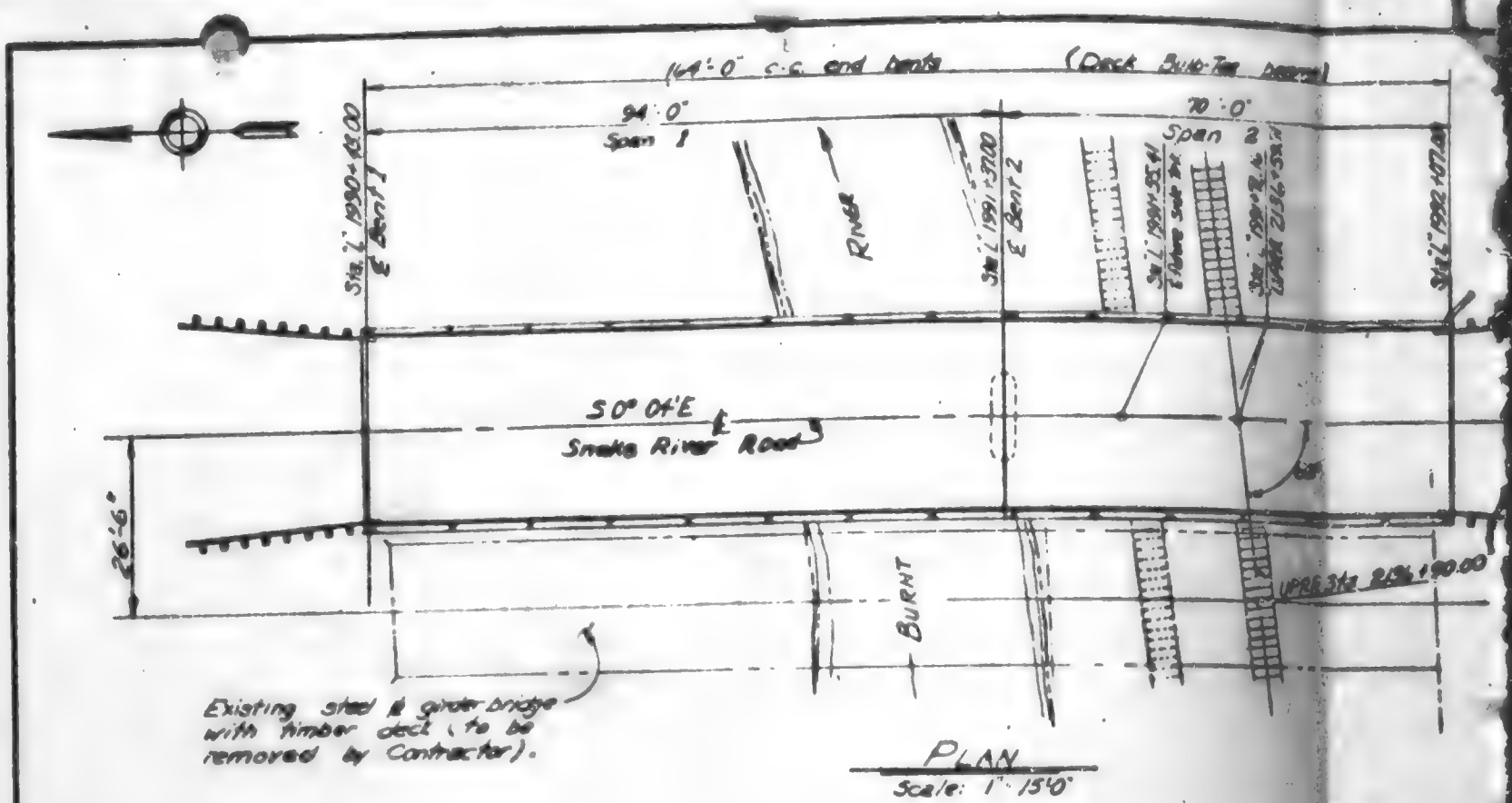
STATE OF OREGON)
County of) ss.

Subscribed and sworn to before me this 5 day of September, 1979.

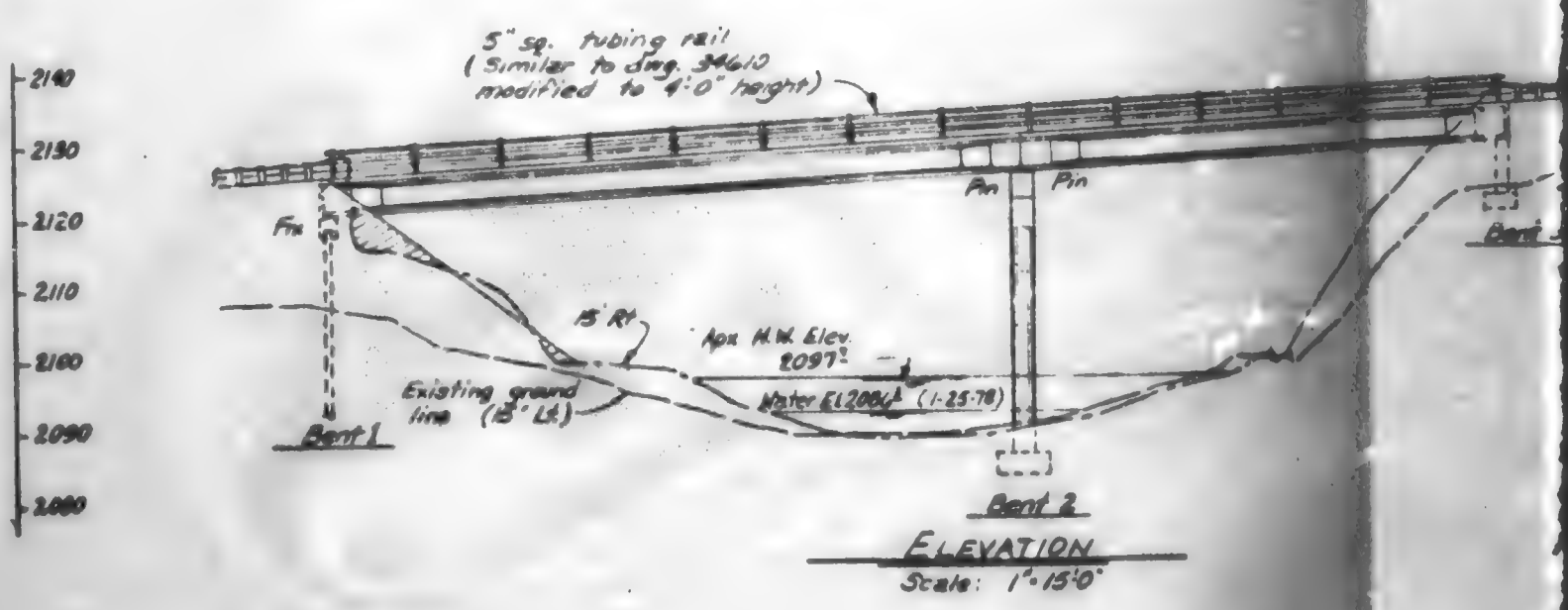
James L. Swan
(Notary Public for Oregon)

My Commission Expires: 12-15-80

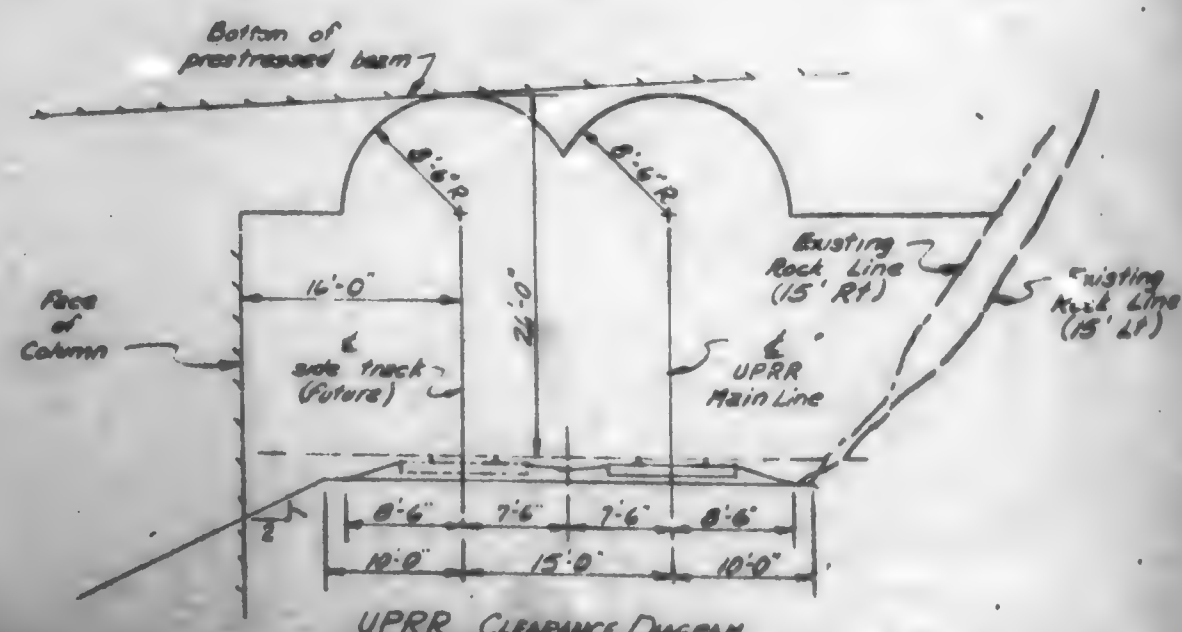
PUC Form 202 (31) 10-77
Signature Page



PLAN
Scale: 1" = 15'-0"



ELEVATION
Scale: 1" = 15'-0"

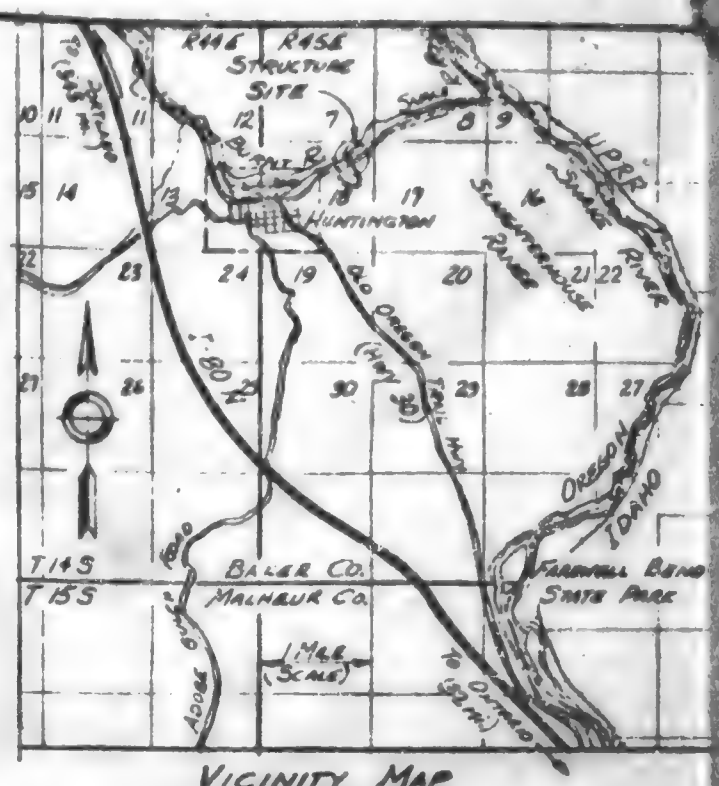


UPRR CLEARANCE DIAGRAM
Scale: 1/2" = 1'-0"

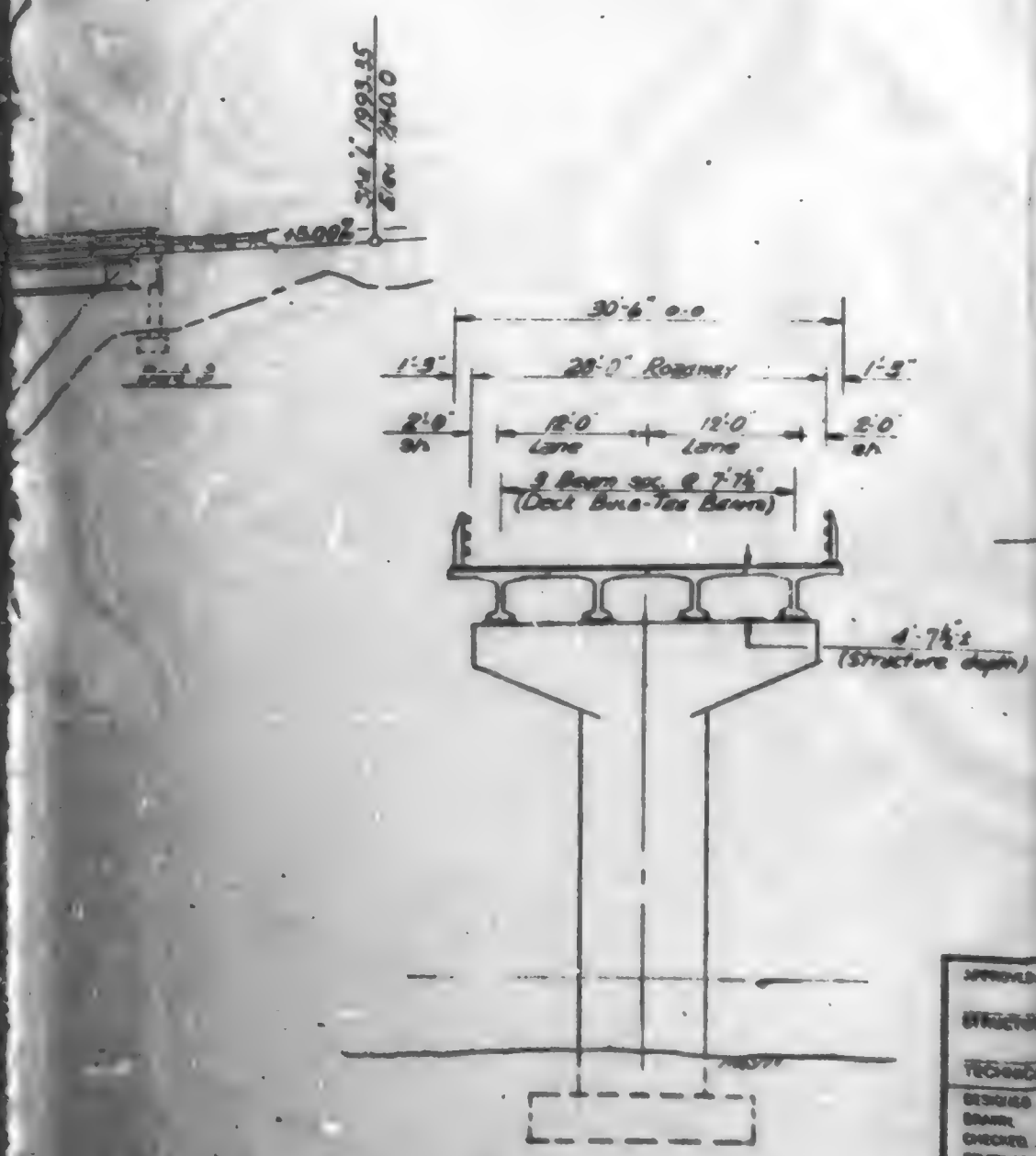
UPRR Curve Data

5° 15' C.L.
Δ · 25° 38'
Spiral Δ · 5° 45'
total tan. · 319.8'
total L.C. · 630.5'
P.I. RR · 2139+01

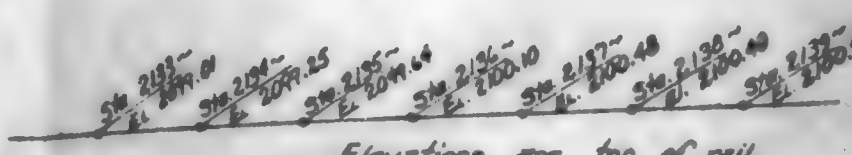
NW ¼ of NE ¼ of Sec. 18
T. 14 S., R. 45 E., W.M.



VICINITY MAP



ELEVATION · BENT 2
Scale: ½"=1'-0"



Elevations are top of rail at high (left) track, UPRR main line.

UPRR Track Profile

Scale: Horiz. : 1" = 100'
Vert. : 1" =

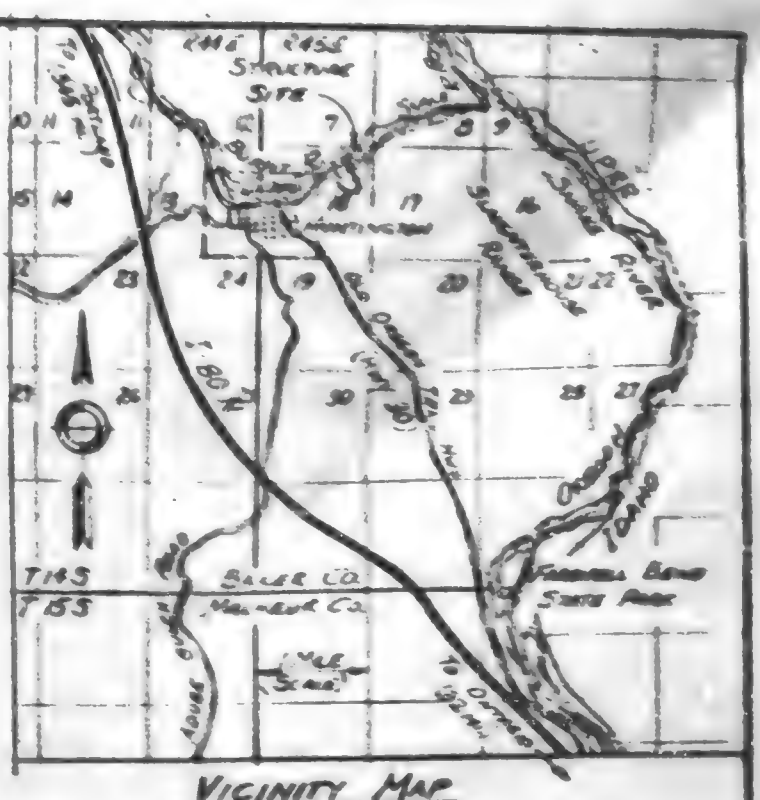
Note: Side track elevation assumed identical to mainline elevation to establish 26' min. vert. clearance.

APPROVED P.E.	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
STRUCTURAL DESIGN ENGINEER P.E.	HUNTINGTON BRIDGE
TECHNICAL SERVICES ENGINEER	UPRR/BURNT RIVER (HUNTINGTON) SECTION
DESIGNED GK Wright DRAWN CHECKED REVIEWED REVIEWED CALC. BOOK	SNAKE RIVER ROAD (FAS 8510) BAKER CO.
DATE / REVISION	P.U.C. PLAN & ELEVATION
	ACCOMPANIED BY SHEETS
	DATE August 28, 1979 · SHEET 1 OF 1
	BRIDGE NO. 16326 · DRAWING NO. 34884

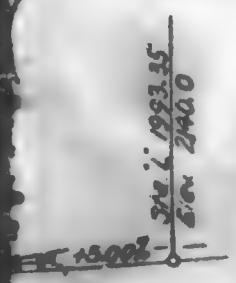
UPRR Curve Data

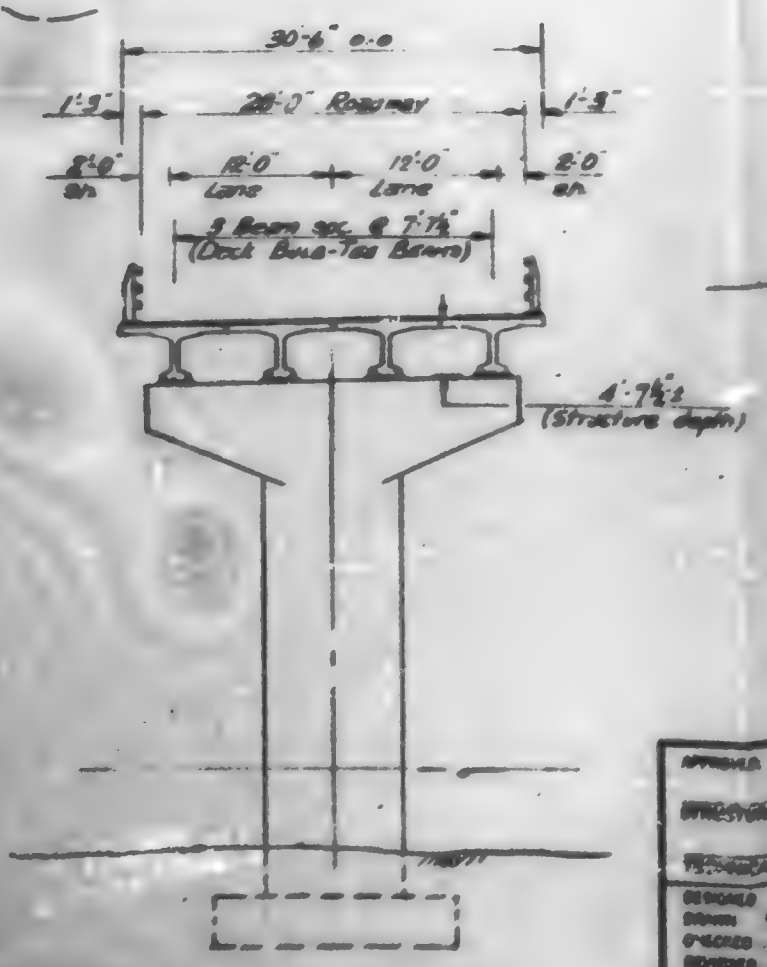
5° 15' C.L.
Δ = 25° 38'
Spiral Δ = 5° 15'
Total Len. = 519.8'
Total L.C. = 630.5'
P.I. RR = 2139+01

NW ¼ of NE ¼ of Sec. 18
T. 14 S., R. 45 E., W.M.

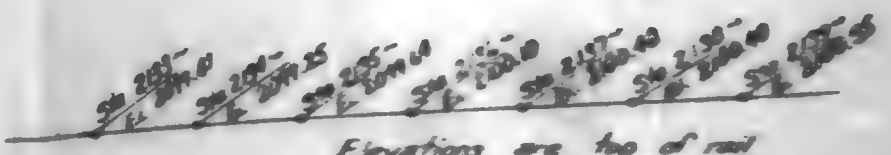


VICINITY MAP





ELEVATION - BENT 2
Scale: ½" = 1'-0"



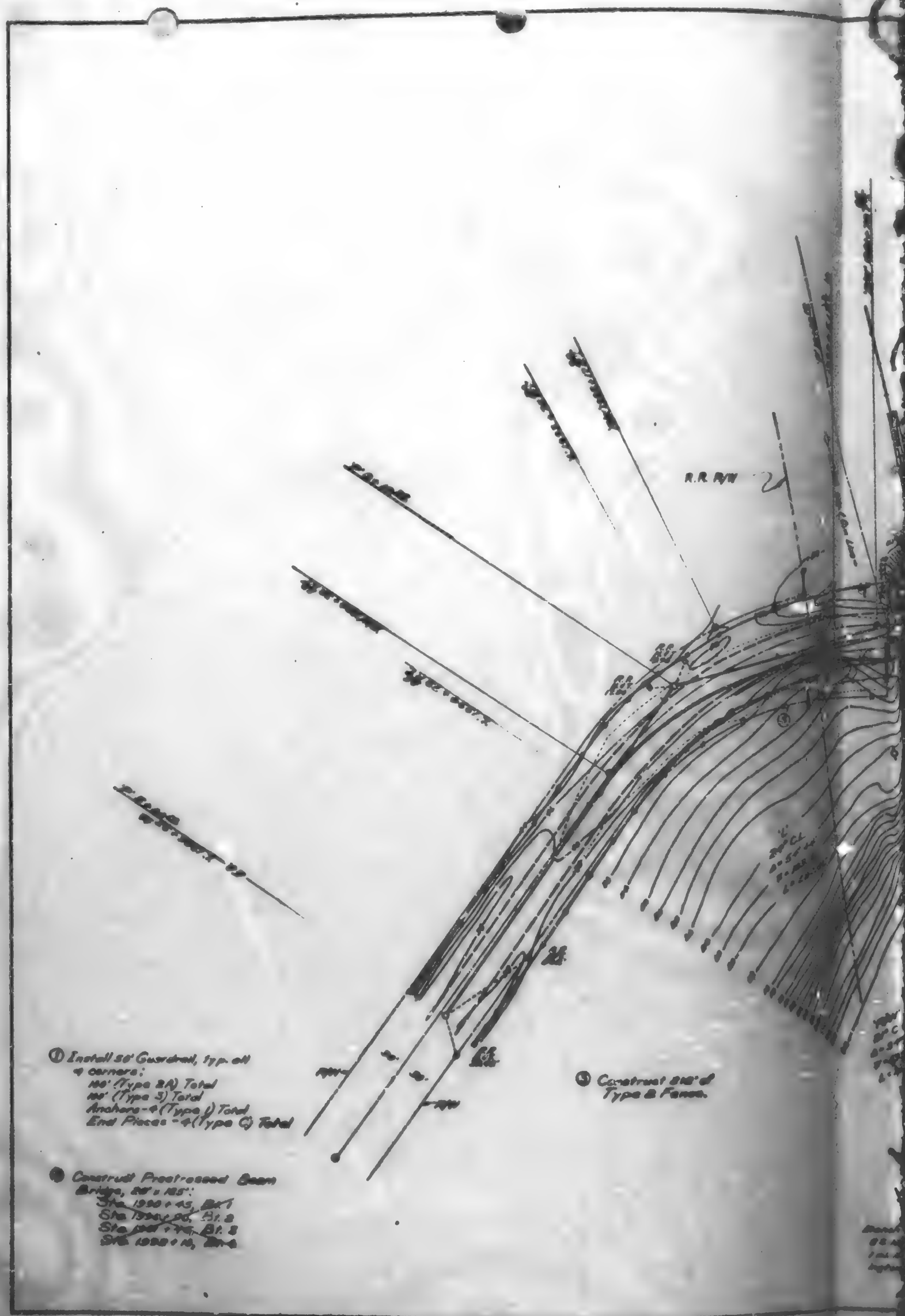
Elevations are top of rail at high (left) track, UPRR main line.

UPRR TRACK PROFILE

Scale: Horiz. : 1" = 100'
Vert. : 1".

Note: Side track elevation assumed identical to mainline elevation to establish 26' min vert. clearance.

APPROVED P.E. / STRUCTURAL BRIDGE ENGINEER P.E. / TECHNICAL SERVICES ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DESIGNED / DRAWN / CHECKED / REVISED / REVISED / CAD FILE — Gill Wright	HUNTINGTON BRIDGE UPRR/BURNT RIVER (HUNTINGTON) SECTION SNAKE RIVER ROAD (FAS B-510) BAKER CO.
DATE / REVISION	P.U.C. PLAN & ELEVATION
	ASSISTANT IN CHARGE
DATE August 28, 1978 DRAWING NO. 16326	SHEET 1 of 1 DRAWING NO. 34884


R.R. R/W
① Install 36' Guardrail, typ. all 4 corners:
100' (Type 2A) Total
100' (Type 3) Total
Anchors - 4 (Type 1) Total
End Pieces - 4 (Type C) Total
② Construct Prestressed Beam Bridge, 80' x 125':
Sta. 1930 + 45, Brg. 1
Sta. 1934 + 90, Brg. 2
Sta. 1937 + 44, Brg. 3
Sta. 1939 + 19, Brg. 4
③ Construct 618' of Type 2 Fence.

T. 14 S. R. 45 E.

FED. ROAD Dist. No.	STATE	PROJECT NUMBER	
10	OREGON		

N

SCALE: 1"=80'

Rev. 8-28-79 TS

Bridge 16326 Drawi

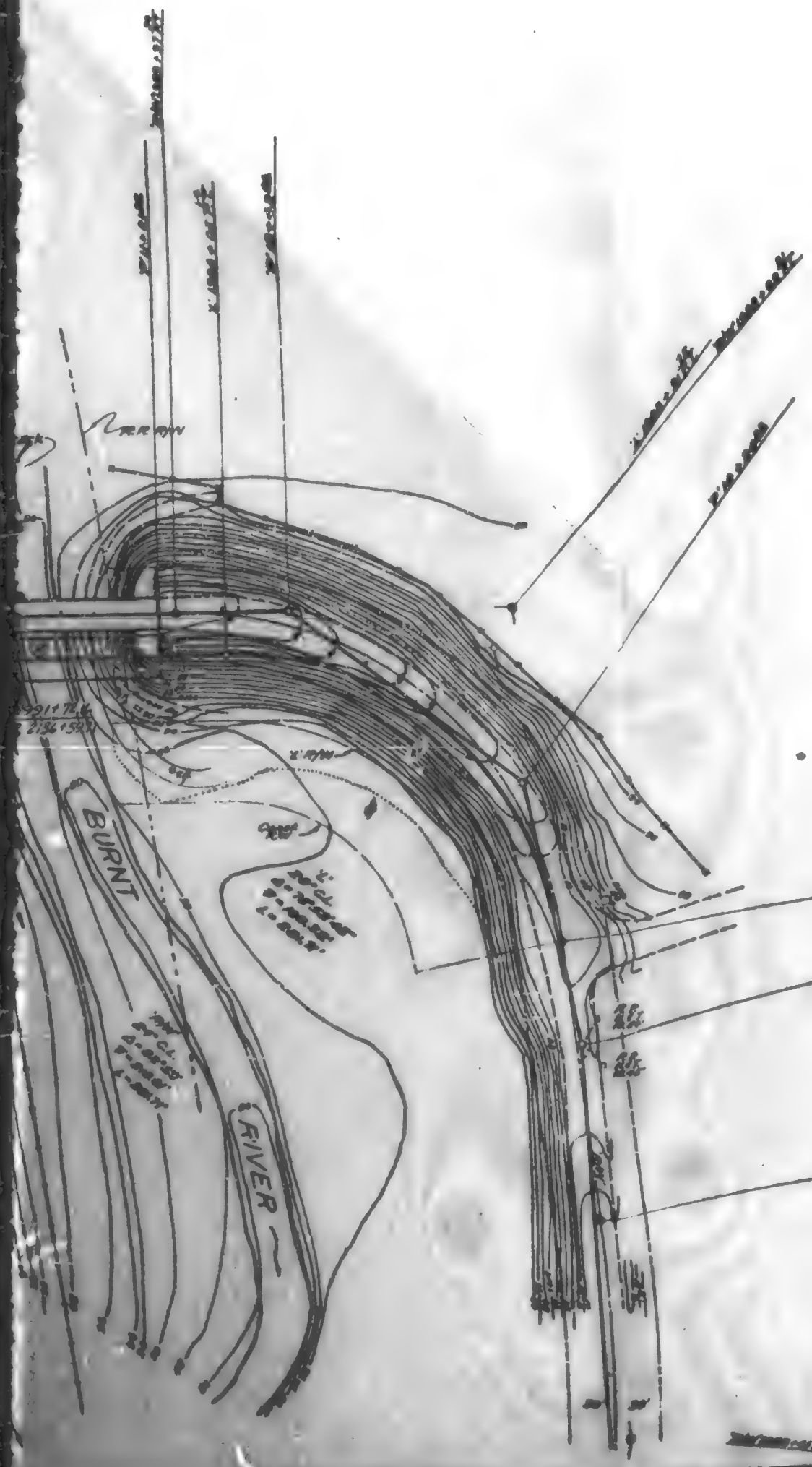
U.P.R.R/Burnt Rive
(Huntington) Bridg
FAS B-510
Baker County
Survey by: U.A. Sc
February 1979
Drawn by: F.Z.

R.45E.

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

N

SCALE: 1"=50'



Rev. 8-28-79 JS

Bridge 16326 Drawing 34671

U.P.R.R./Burnt River
(Huntington) Bridge
FAS B-510
Baker County
Survey by: J. A. Schlueter
February 1979
Drawn by: F. Z.

Vicinity Map

HUNTINGTON

IDAHO

N

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	
10	OREGON			

NW ¼ of NE ¼ of Sec. 18
T. 14 S., R 45 E., W. M.

Existing structure

Proposed structure

BURNT RIVER

Const. R/W

Original R/W

100' UPRR

100' R/W

STA. 1987+23 To 1990+45
1992+10 To 1994+80
(By others)

Rev. 8-17-79

Bridge 16386 Drawing

U.P.R.R./Burnt River
(Huntington) Bridge
FAS B-510
Baker County
Survey by: J.A. Schlueter
February 1979
Drawn by: F.Z.

HIS. ROAD Dist. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. / TOTAL SHEETS
10	OREGON			See Index

Existing structure

N

NW ¼ of NE ¼ of Sec. 18
T. 14 S., R 45 E., W. M.

RIVER

Original R/W

STA. 1987+23 To 1990+45
1992+10 To 1994+80
(By others)

Rev. 8-27-79

Bridge 16326 Drawing 34612

U.P.R.R./Burnt River
(Huntington) Bridge
FAS B-510
Baker County
Survey by: J.A. Schlueter
February 1979
Drawn by: F.Z.

9071

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Roger Trygstad
Railroad & Utility Engineer

FROM: R. W. Ellison ORIGINAL SIGNED
Asst. Bridge Engineer R.W. ELLISON

DATE: August 30, 1979

SUBJECT:
UPRR/Burnt R.(Huntington) Br.
FAS-B510
Snake River Road
Bridge 16326
PUC Application

NOTED
E. S. HUNTER

Enclosed is a completed application for a PUC Permit for the subject project. Also enclosed are ten prints each of drawing 34884 (structure plan and elevation) and drawings 34671 and 34672 (vicinity map and profiles). Please distribute these drawings as required.

We plan to receive bids for this project November 15, 1979.

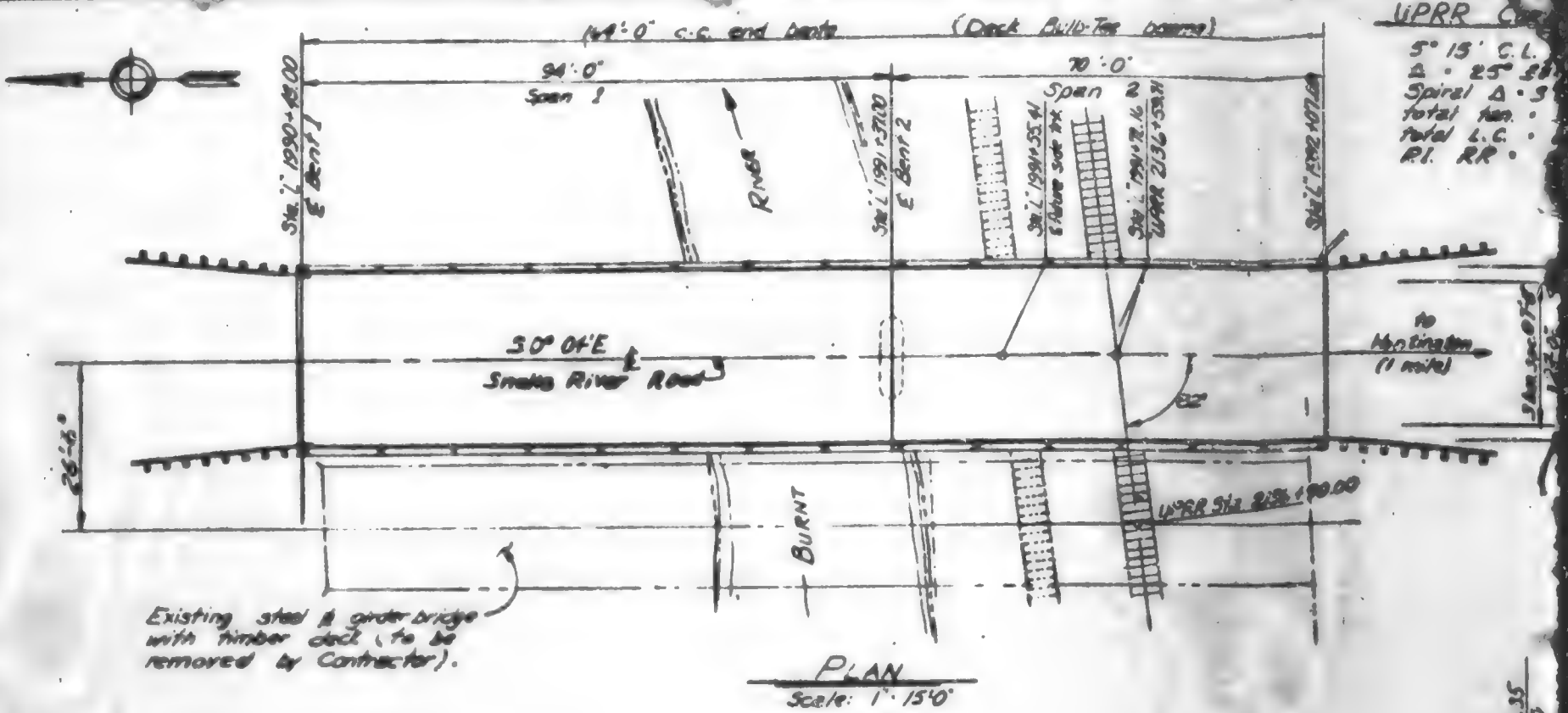
Please make formal application for a PUC Permit for this structure.

RWE:dh
Enclosures

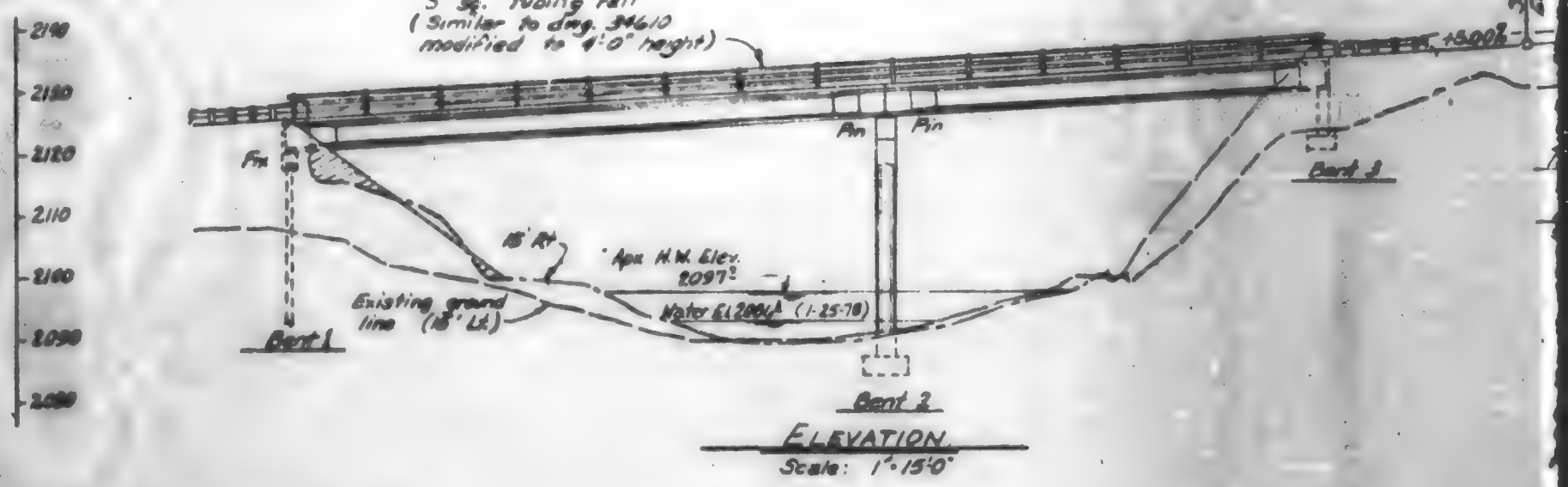
cc E. S. Hunter
W. E. Schwartz /w/ encl.

RECEIVED
TECHNICAL SERVICES
AUG 30 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Other | Appl | File

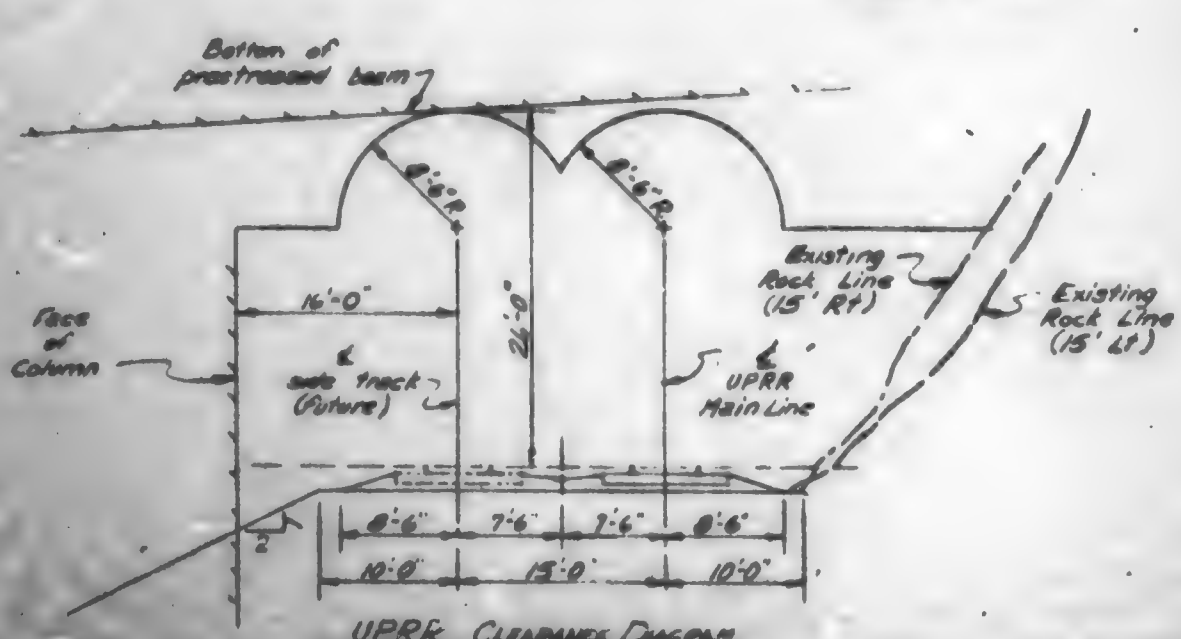
91-135-1307



PLAN
Scale: 1" = 150'



ELEVATION
Scale: 1" = 15'-0"

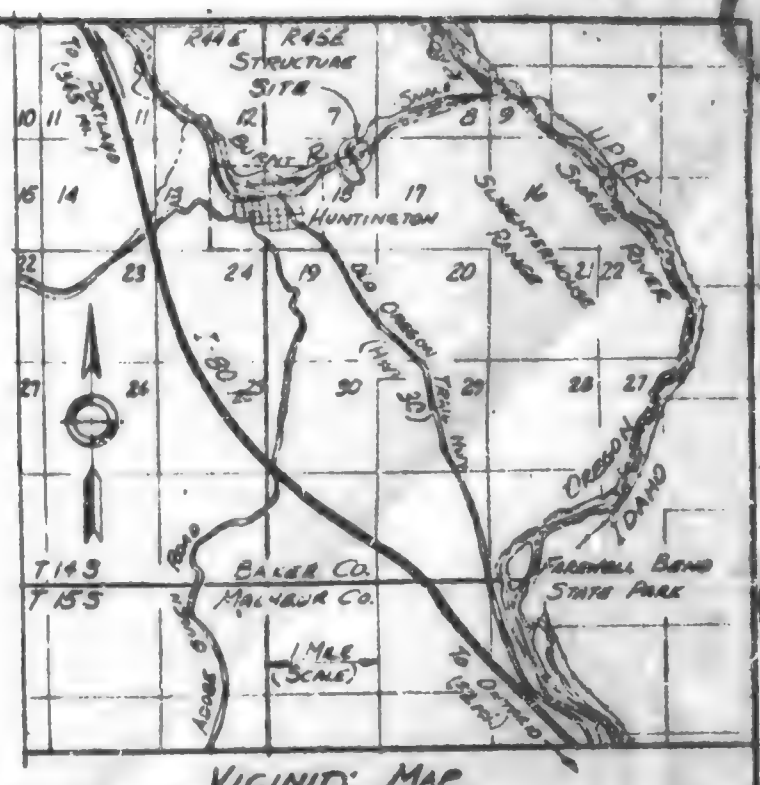


UPRR CLEARANCE DIAGRAM
Scale: ½" = 1'-0"

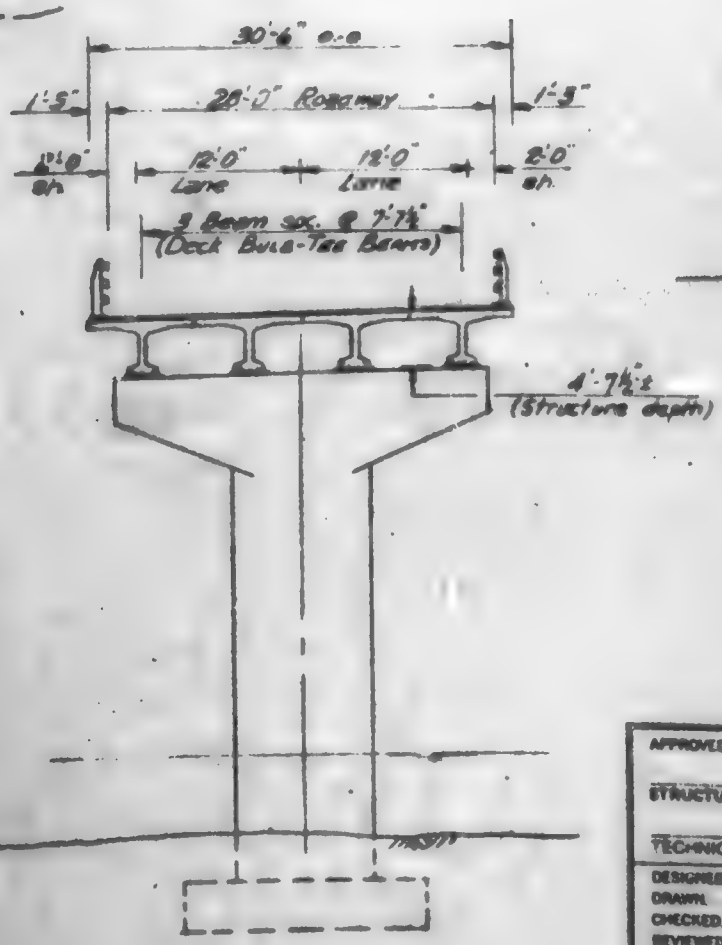
UPRR Curve Data

5° 15' C.L.
Δ = 25° 38'
Spiral Δ = 3° 45'
Total Ten. = 319.8'
Total L.C. = 630.5'
Pt. RR = 2139 + 01

NW ¼ of NE ¼ of Sec. 18
T. 14 S., R.45 E., W.M.



Vicinity Map



Elevation - Bent 2
Scale: ½" = 1'-0"

Sta. 2+93.5 El. 2079.01
Sta. 2+94.25 El. 2079.25
Sta. 2+95.64 El. 2079.64
Sta. 2+96.10 El. 2080.10
Sta. 2+97.48 El. 2080.48
Sta. 2+98.40 El. 2080.40
Sta. 2+99.96 El. 2081.96

Elevations are top of rail at high (left) track, UPRR main line.

UPRR Track Profile

Scale: Horiz. : 1" = 100'
Vert. : 1" =

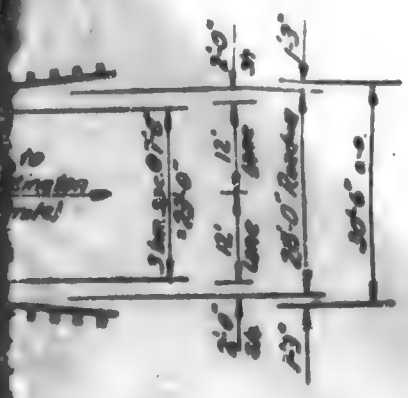
Note: Side track elevation assumed identical to mainline elevation to establish 26' min. vert. clearance.

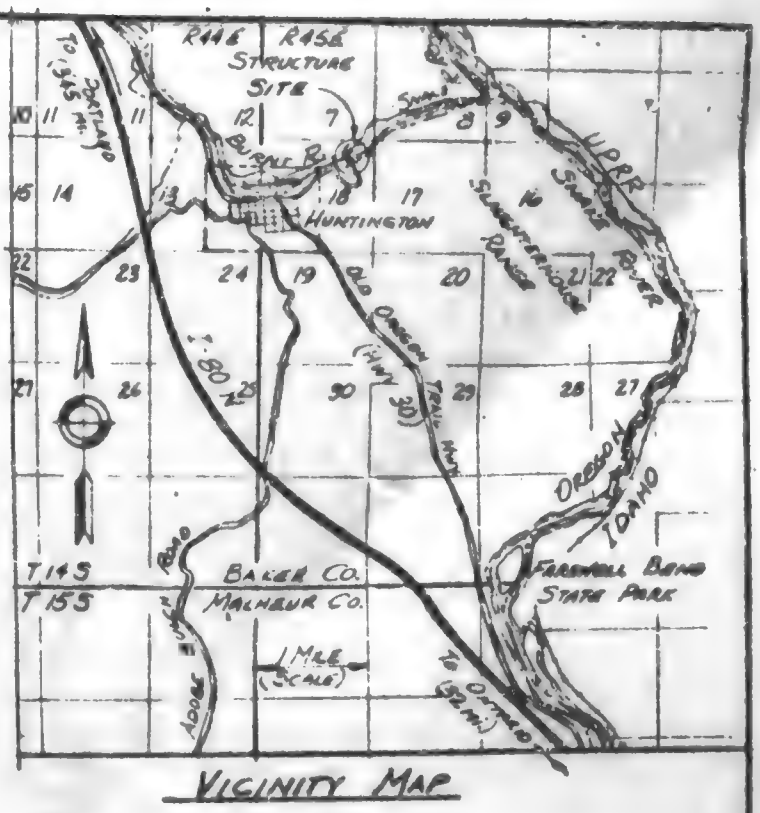
APPROVED: P.E. Structural Design Engineer	OREGON DEPARTMENT OF TRANSPORTATION Structural Design Section
P.E. Technical Services Engineer	Huntington Bridge
Designed	UPRR/Burnt River (Huntington) Section
Drawn G.M. Hayden	Snake River Road (FAS B-510) Baker Co.
Checked	P.U.C. Plan & Elevation
Reviewed	Accompanied by Dwgs.
Reviewed	Date August 28, 1979 — Sheet 1 of 1
Calc. Book	Bridge No. 16326 — Drawing No. 34884
Date / Revision	

UPRR Curve Data

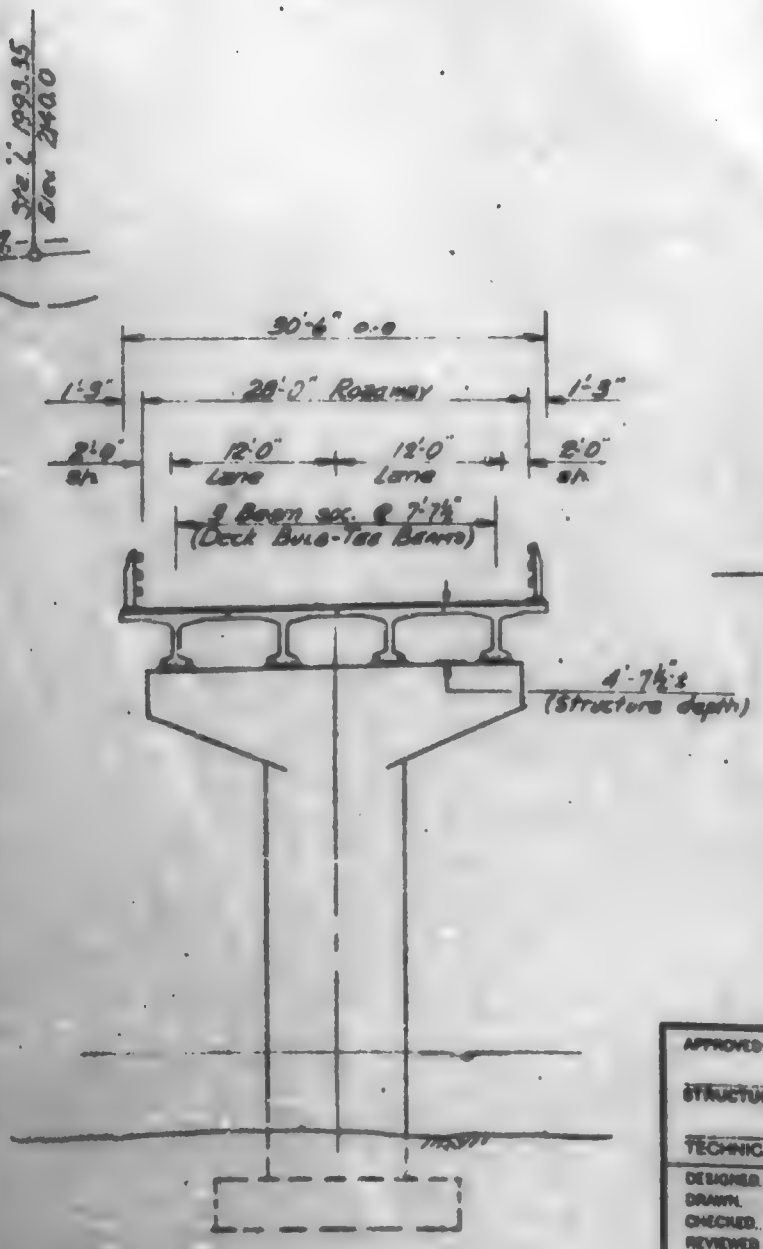
5° 15' C.L.
Δ = 25° 58'
Spiral Δ = 3° 45'
Total Tan. = 319.8'
Total L.C. = 630.5'
P.I. R.R. = 2139 + 01

NW ¼ of NE ¼ of Sec. 18
T. 14 S., R.45 E., W.M.





Vicinity Map



Elevation - Bent 2
Scale: ½" = 1'-0"

Sta. 2193 — El. 2099.01
Sta. 2194 — El. 2099.25
Sta. 2195 — El. 2099.64
Sta. 2196 — El. 2100.10
Sta. 2197 — El. 2100.48
Sta. 2198 — El. 2100.80
Sta. 2199 — El. 2100.96

Elevations are top of rail at high (left) track, UPRR main line.

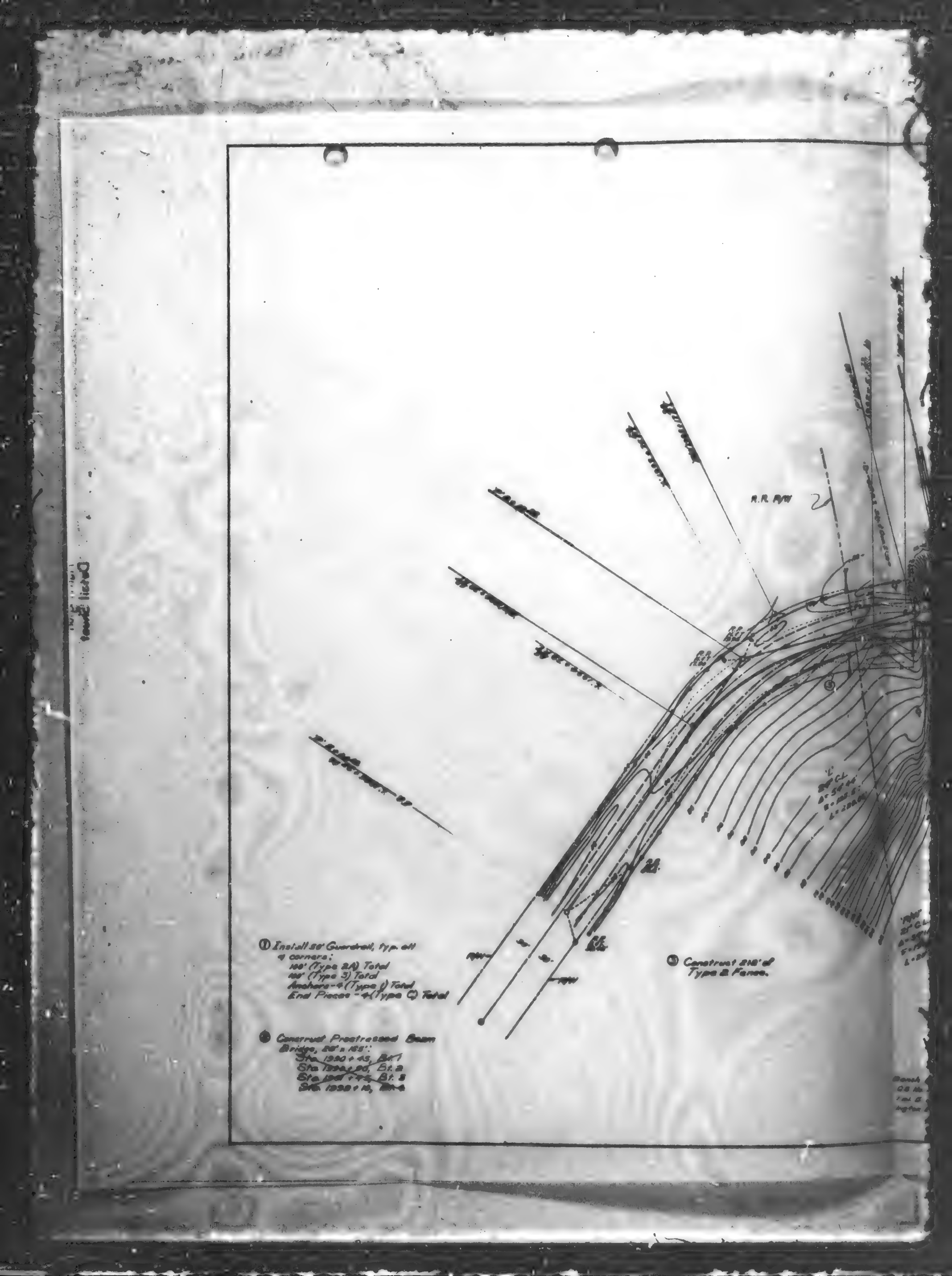
UPRR Track Profile

Scale: Horiz. : 1" = 100'
Vert. : 1" =

Note: Side track elevation assumed identical to mainline elevation to establish 26' min. vert. clearance.

APPROVED: P.E.	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
STRUCTURAL DESIGN ENGINEER P.E.	HUNTINGTON BRIDGE
TECHNICAL SERVICES ENGINEER	UPRR/BURNT RIVER (HUNTINGTON) SECTION
DESIGNED	SNAKE RIVER ROAD (FAS B-510) BAKER CO.
DRAWN G.W. Kingdon	P.U.C. PLAN & ELEVATION
CHECKED	ACCOMPANIED BY DWGS.
REVIEWED	DATE August 28, 1979 — SHEET 1 OF 1
REVIEWED	BRIDGE NO. 16326 — DRAWING NO. 34884
CALC. BOOK	

DATE	REVISION

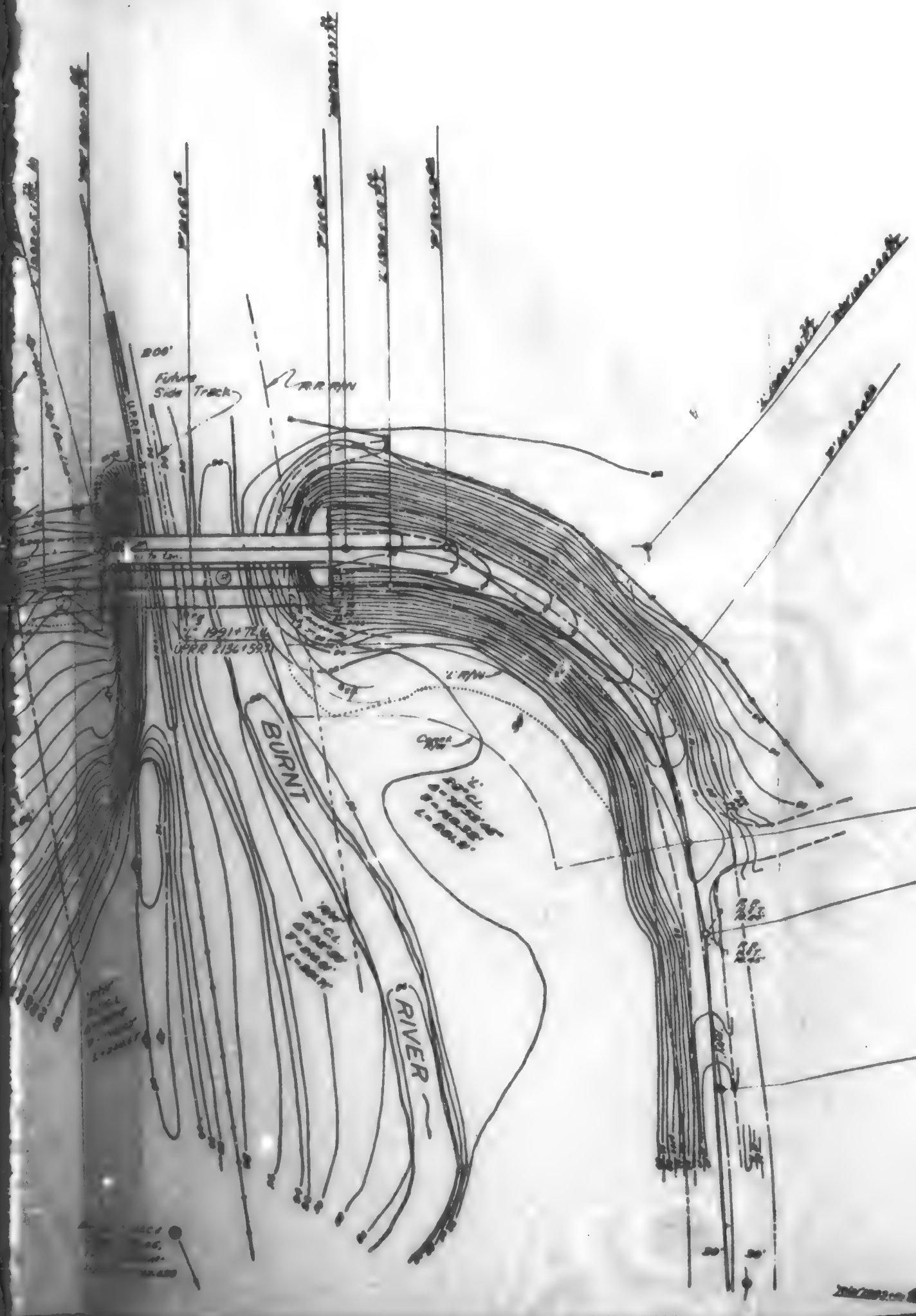

R.R. R/W
(1) Install 50' Guardrail, typ. all 4 corners:
100' (Type 2A) Total
100' (Type 3) Total
Anchors - 4 (Type 1) Total
End Pieces - 4 (Type C) Total
(2) Construct Prestressed Beam Bridge, 28' x 155':
Sta. 1930 + 45, Bt. 1
Sta. 1934 + 00, Bt. 2
Sta. 1937 + 55, Bt. 3
Sta. 1939 + 10, Bt. 4
(3) Construct 218' of Type 2 Fence.

T. 14 S. R. 45 E.

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON		

N

SCALE: 1"=50'



Rev. 8-28-79 TS

Bridge 16326 Drawing 3

U.P.R.R./Burnt River
(Huntington) Bridge
FAS B-310
Baker County
Survey by: J. A. Schlect
February 1979
Drawn by: F. Z.

S.R.45E.

				Sheet No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

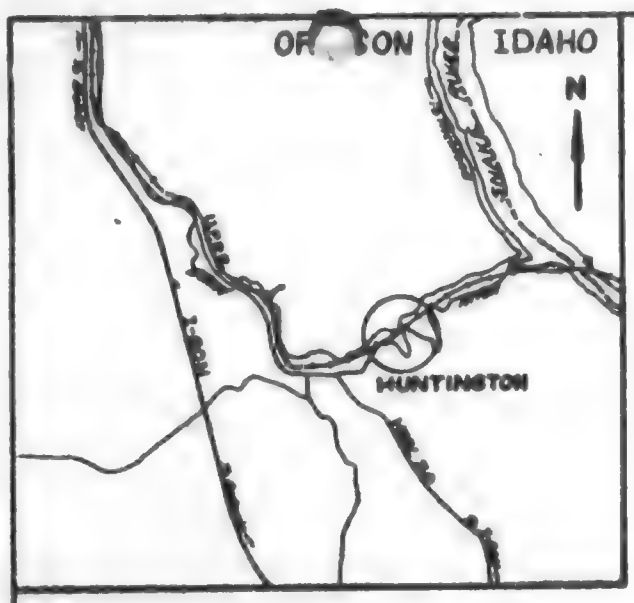
N

SCALE: 1"=50'

Rev. 8-28-79

Bridge 16326 Drawing 34671

U.P.R.R./Burnt River
(Huntington) Bridge
FAS B-510
Baker County
Survey by: J. A. Schlicht
February 1979
Drawn by: F. Z.



Proposed structure

1993+33 P.T.C.
Elev 2190.00

2150
2140
2130
2120
2110
2100
2090
2080

FED ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

NW ¼ OF NE ¼ OF Sec. 18
T. 14 S., R 45 E., W. M.

Existing structure

Proposed structure

BURNT RIVER

Original R/W

100' R/W

100' UPRR

STA. 1987+23 To 1990+45
1992+10 To 1994+80
(By others)

Rev. 8-27-79

Bridge 16326 Drawing 346

U.P.R.R./Burnt River
(Huntington) Bridge
FAS B-520
Baker County
Survey by: J.A. Schlueter
February 1979
Drawn by: F.Z.

FED. ROAD Div. No.	STATE	PROJECT Number	FISCAL YEAR	SHEET No. / TOTAL SHEETS
10	OREGON			

Existing structure

NW ¼ of NE ¼ of Sec. 18
T. 14 S., R 45 E., W. M.

BURNT RIVER

100' R/W

Comp. R/W

Original R/W

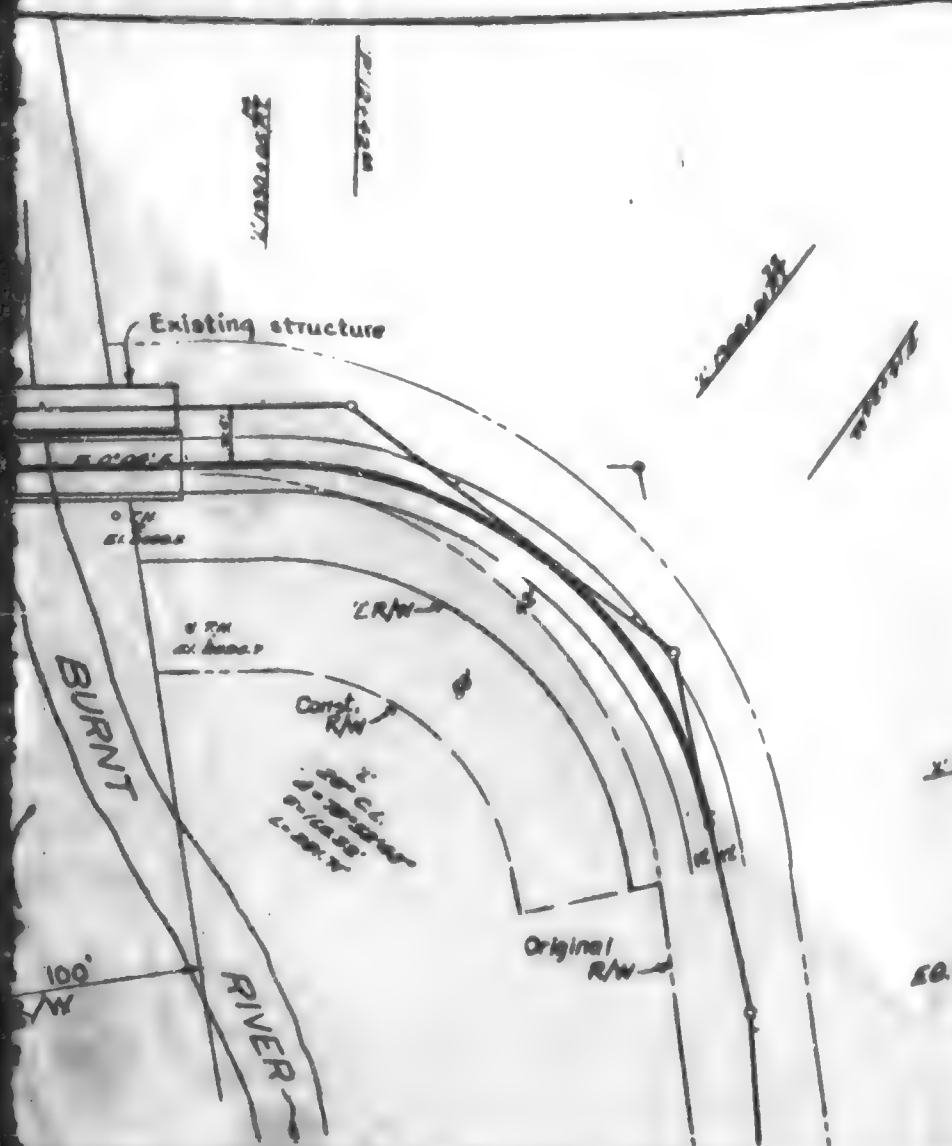
STA. 1987+23 To 1990+45
1992+10 To 1994+80
(By others)

Rev. 8-17-79

Bridge 16326 Drawing 34672

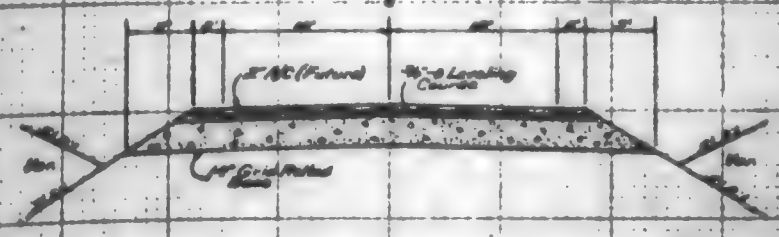
U.P.R.R./Burnt River
(Huntington) Bridge
FAS B-510
Baker County
Survey by: J. A. Schlicht
February 1979
Drawn by: F. Z.

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. / TOTAL SHEETS
10	OREGON			



N

NW ¼ OF NE ¼ OF Sec. 18
T. 14 S., R 45 E., W. M.



STA. 1987+23 To 1990+45
1992+10 To 1994+80
(By others)

Rev. 8-2-79

Bridge 16326 Drawing 34672

U.P.R.R/Burnt River
(Huntington) Bridge
FAS B-510
Baker County
Survey by: J. A. Schlaeki
February 1979
Drawn by: F. Z.

9071

BAKER COUNTY

COURTHOUSE
BAKER, OREGON
97814

RE ☐ RCE ☐ RME ☐ RO

RFA AUG 9 1979

RECEIVED
REGION 5 OFFICE

August 8, 1979

Mr. Roger Lang
Oregon State Highway Division
Region 5
P.O. Box 850
La Grande, Oregon 97850

Dear Roger:

After our conversation in La Grande this past week regarding future fiscal year projects for 1980, Baker County feels that if we can finish up with the Huntington Railroad/Burnt River Bridge during this coming fiscal year from our FAS funds, it would be our total accomplishment for the year.

Therefore, at this time we will not put in for any other fiscal year 1980 projects.

I know that we talked some about replacement of bridges on Hibbard and Conner Creeks, but since that time the Court has decided to go ahead on their own to alleviate these particular danger points and will probably construct one of them late fall or early winter and the other one in the following budget year. We plan on using multi-plate culverts rather than building bridges in this particular area.

We thank you for your fine cooperation with Baker County.

Sincerely,

Dennis L. Fuller
Baker County Judge
Baker County Courthouse
Baker, Oregon 97814

DLF:tc

Cy Buzzy Swan

No projects for FY 80

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
AUG 13 1979
REFERRED TO GARY
FOR
FILE: PM FA LG.

9071

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: FILES

DATE: July 20, 1979

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: UPRR - Burnt River (Huntington) Bridge
Snake River Road (FAS B510)
Baker County

The proposed project will replace an existing two-span, 158-foot long plate girder structure over the Union Pacific railroad and Burnt River. The new structure will be located approximately 25 feet downstream from the existing structure.

HYDROLOGY

Burnt River is a west-east tributary of the Snake River and drains an area of approximately 1,097 square miles above the proposed bridge site. The discharge from the upper 309 square miles of the drainage basin is regulated by the Unity Reservoir. Eighteen years of stream gage records are available from gage number 13-2750 (drainage area = 1,093 square miles) which is located approximately one mile upstream from the bridge site. The recurrence interval vs. peak discharge relationship listed below is based on a Log-Pearson Type III analysis of the gage data.

Recurrence Interval	Peak Discharge
100-year	4,040 cfs
50-year	3,380 cfs
25-year	2,770 cfs
10-year	2,010 cfs
5-year	1,480 cfs

The largest flood of record occurred on December 22, 1964 when a discharge of 2,220 cfs (13-year recurrence interval) was measured at the gage.

Information provided by Joe Barber, property owner in the bridge vicinity, stated that the highest he has seen the water in the last thirty years has been approximately 6-to-8 feet below the railroad tracks.

HYDRAULIC DESIGN

The 25-year flood of 2,770 cfs was chosen as the design flood with an estimated highwater elevation of 2,093.5 feet (MSL). During the 100-year flood of 4,040 cfs, the estimated highwater elevation is 2,095.3 feet (MSL).

Since the river channel has adequate capacity to convey the design flood and the 100-year flood, the structure length is not controlled by hydraulic considerations. The structure length is controlled by the need to span the railroad to the south and the access road to the north.

01-185-1307

Preliminary structure plans show a pier on the south bank of the river. This pier placement will create 0.1 feet of backwater during the 25-year design flood and 0.3 feet of backwater during the 100-year flood. No backwater is created by the existing structure during either the 25-year flood or the 100-year flood.

RIPRAP

It is suggested that the pier on the south bank be protected with a 3-foot blanket of class 700 loose riprap. A 9-inch filter blanket will be required. It is suggested that the riprap blanket be extended down the bank and "keyed" into the channel bottom.

DWB:ge

Frank Terpin w/att.
Walt Hart "
Jack Davis "
D. Christensen "
W. E. Schwartz "
Don Harwell "
Herb. Schell, FHWA "

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JUL 25 1979
REFERRED TO _____
FOR _____
FILE: PM FA LG

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs / m^3/s	2770	4040	2220
Frequency - yrs.	25	100	13
H.W. Elevation - ft. / Natural Channel m.	2093.5	2095.3	2092.6
H.W. Elevation ft. / Channel Change m.	—	—	—
Average fps / Velocity mps	10	11	9

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

UPRR - Burnt River (Huntington) Br.
Snake River Road (FAS 8510)
Baker County

COMPILED BY: Dave Bryson

DATE: July 19, 1979

9071

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 17, 1979

In Reply Refer to
File No.:

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80135
Project No. RS-B510(2)
UPRR/Burnt River (Huntington) Bridge Section
Baker County

Attached support data consist of PR-1 forms and sketch maps.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $360,400 with an obligation of $317,690 in federal funds.

DRH:fkc
Attachments

cc: W. E. Schwartz, Region 5

Form 734-3122

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM FR-1 (REV. 4-61)

7-17-79

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18)(20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., 0.2 mi. NE of Huntington ECL 68	ADT	PRESENT 10 DHV 70	FUTURE 120 (66)(70)	YEAR 99 (71)(72)	REGION 10	STATE NAME Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 One bridge 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	ENERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 RS- 23	NUMBER B510 7		
CARD C	CLASS OF FEDERAL FUNDS Rural secondary						COUNTY NAME Baker					
	NAME OF URBAN AREA 17-31 - - -						ROUTE NO. S	FEDERAL-AID B510 (32)	STATE Co. Rd. (36)(37)	U.S.		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (88.15%) (67)(76)	STATE FUNDS	OTHER FUNDS County
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) X381		"UPRR/Burnt River (Huntington) Bridge Section"	0.03	360,400	317,690	21,355	21,255
							PROJECT TOTALS	0.03	360,400	317,690	21,355	21,355

CARD 1	CODE 1	PREPARED BY	REMARKS
1	14	PROGRAM APPROVAL DATES 1-19-78	Additional Data: Item No.

501-1948

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-17-79

PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd., 0.2 mi. NE of Huntington ECL	ADT	10 DHV 70	120	99	10	Oregon	41	075	80135

WORK *(35 typewriter*	NATL. FOREST	FI. ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
								RS-	B510	(2)		

Rural secondary

- - -

COUNTY NAME: Baker — CODE: 001

ROUTE NO. S — FEDERAL-AID: B510 — STATE: Co. Rd. — U.S.

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK *(Full description)*
E								
OW								
ONST (ODE) 81		"UPRR/Burnt River (Huntington) Bridge Section"	0.03	360,400	317,690	21,355	21,255	ROW - 60' min.: Access Control - none; Parking Restrictions- none.
		PROJECT TOTALS	0.03	360,400	317,690	21,355	21,355	

OVAL DATES

1-19-78

501-1948

REMARKS

Additional Data: Item No. 80135; Project No. RS-B510(1).

- over -

USCOMM DUSCOMM-DC 46905-P61

UPRR/Burnt River (Huntington) Bridge Section
Project No. RS-B510 (2)

Project Data: Work under this project consists of removal of existing bridge and construction on improved alignment one prestressed Bulb Tee Beam bridge No. 16326, Length 167 feet, HC 28 feet and incidental work common to this type of project. Railroad protective service as required.

Accommodation of Utilities: A State-County agreement complying with paragraph 6d(1) of PPM 30-4.1 was executed April 10, 1979.

Maintenance: A State-County agreement complying with Section 116, Title 23 U.S.C. was executed April 10, 1979.

Railroad Crossing Data:

Crossing No. - - - - - - - 2J 538.30-A
Name of Railroad - - - - Union Pacific Railroad
No. of Trains - - - - - - 28 Thru
No. of Tracks - - - - - - 2 Main
No. of Hi-Speed Trains - None
Present Protection - - - O-Xing
Proposed Protection- - - Same as existing
Railroad Benefits - - - None

FHPM 7-7-5 Requirements:

a) Public Hearing - Not required under Oregon Action Plan.
b) Location/Design - Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 2
2) Included in 2-22-78 6 year HIP on page 43.

9071

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

June 12, 1979

FILE: 501-1048

FROM: Bob Aldrich
Traffic Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: UPRR/Burnt R. (Huntington) Bridge
FAS B 510 - Snake River Road
Baker County

"Location Data"

Enclosed find the following data:

2 - copies - Vicinity map and detail sheets - 3 mylar sheets for Salem.

Copies have been distributed to the following:
Harold Brainerd - R/W Supervisor - Bend
Red Gerlach - Region Utility Engr. (No action required)
Jack Davis - Foundation Engineer
Gary Bowling - Baker County Roadmaster

1 - copy - Location Narrative Report

Copies have been distributed to the following:
Harold Brainerd - R/W Supervisor - Bend
Red Gerlach - Region Utility Engr.
Jack Davis - Foundation Engineer
Gary Bowling - Baker County Roadmaster

2 - rolls - Plotted x-sections on "P" line with "L" x-sections superimposed.

2 - books - Field notes - #1 from 1978 and #2 from 1979

1 - copy - Permit of Entry - original forwarded to Harold Brainerdin Bend.

copy to Env 2 1 - copy - Burnt River Basin Discharge data - Oct. 75 to Sept. 76

1 - copy - Map and Warranty deed - concerning R/W (For info only!)

1 - copy - Letter from UPRR concerning vertical clearance requirements

copy to Env 2 1 - copy - Locating Engineer's Statement

1 - copy - Earlier letter of transmittal

1 - copy - Title VI Report

1 - copy - Location Cost Estimate & Quantity Summary with justification

1 - copy - Checklist for Hydrologic & Hydraulic Data

1 - copy - Earthwork Calculations

RECEIVED
JUN 19 1979
LOCATION SECTION

Returned 6/20/79

BA:mt
cc: Joe Schlieski

To Final Design - 6-20-79

501-1318

LOCATION NARRATIVE REPORT

ection: UPRR/Burnt River (Huntington) Bridge
Snake River Road - FAS B510
Baker County

Work to be done: Reconstruction of county bridge on a new alignment - structure only.

The proposed project is the reconstruction of an existing bridge over the Union Pacific Railroad and the Burnt River on the Snake River Road approximately one mile east of Huntington. The only reason for realigning the roadway is to provide for a detour during construction.

xisting tructure: The existing structure is the reclamation of an old railroad bridge. The present structure utilizes 2 - 80' plate girder spans supporting a narrow 18' wide wooden deck system.

xisting oundation: The south end of the present structure is founded on solid rock utilizing a concrete abutment and wingwalls.

The center bent is apparently founded on solid rock, with a concrete footing supporting the steel frame bent.

The north end is apparently supported on steel piling.

We've been able to locate no "As Constructed" plans - our information is based on IDAHO POWER CO.s plans and field observations.

roposed tructure oundation: No test hole was drilled on the south end of the proposed structure. This bent will be founded on solid rock - I expect the region geologist to report on this rock formation in his foundation report.

The center bent(s) can be founded on bedrock if the depth does not prove to be excessive - in our preliminary estimate we've assumed footings.

The north end bent will be supported on driven piling - with the piles penetrating the embankment.

roposed tructure: The proposed structure must have a 26' roadway and a vertical clearance of 26' above the railroad. We've assumed the use of prestressed slab spans with span lengths varying from 45'+/- to 65'+/-. The reasons for this choice are - possible stage construction; reduction in amount of readymix concrete needed; elimination of falsework or forming over the railroad; and economics.

The metal railing on the structure should be constructed to a 4' height. There are cattle drives along this route and the adjoining rancher has requested of Baker County that the bridge rail be 4' high - so the cattle drives may cross the structure safely.

Structure Waterway: The existing structure opening is not controlled by the waterway - but by the required railroad clearances.

Stream profile and x-section: No river profile or x-sections were taken since the river does not control the structure opening. We have included a 1976 - 1975 USGS discharge record.

Horizontal Alignment: To provide for a detour route during construction we propose to construct the new structure parallel to the existing on the downstream side - as close as feasible to the old structure.

Vertical Alignment: The finish grade reasonably parallels the existing roadway - but has been lowered.. The excess material can be used to construct a portion of the widened embankment needed. We've estimated 2500 yds of cut and 4400 yds of fill would be needed. This grading work would be done by Baker County.

Embankment Construction: Baker County plans to construct the roadway approaches. We've all ready advised them of the need to have the embankment completed prior to the driving of the piling in the end bent. This should not be a problem - as the county plans to construct the fill as soon as the project becomes more definite.

Channel Work: With the railroad controlling the structure height and the need for an access road on the north end under the structure - we should not be to involved with the Burnt River. We had anticipated the use of at least one bent near the river - possibly a bent on either side if slab spans are used - this will require no channel work - and only a minimal disturbance of the river during structural excavation for the bents, etc.

Structure Skew: The existing structure is normal to the roadway and aligns well with the railroad and the Burnt River. We'd propose no change.

Scour: Scour has not been a problem with the present structure and we would anticipate none on the proposed structure.

Erosion: Erosion has not been a problem - the stream banks are well established with brush.

Riprap: No riprap noted on the existing structure -- with our proposal we'd anticipate very little riprrap being required.

Drift: Drift does not appear to be a problem - we'd anticipate no problems in the future.

Icefloes: Icefloes have never been a problem in the past and with no proposed restrictions in the channel - it should not be a problem in the future.

Material Sources: Since Baker County will be completing the embankment and excavation work on the roadway - no material sources will be set up. The ready mixed concrete will have to be out of Baker or Ontario.

Drainage Area: Refer to quadrangle sheets - Huntington, Oregon and Olds Ferry.

ructures stream & mStream: Structure upstream and down stream from this project do not really relate to the structure requirements at this location. We have included x-sections of their openings and photos.

uardrail: Guardrail will be required on all four corners of the proposed structure. We propose 50' of guardrail - typical all four corners.

ncing: On the S.E. corner of the proposed structure there is approximately 212' of Type 2 fencing to be constructed. Baker County would like this to be part of the contract work.

ttle ives: There are presently four ranchers using this county road for driving their cattle to and from summer and winter ranges. It has been requested and is recommended by this office that the metal railing on the structure be modified to a total height of 4'. We'd anticipate using the standard metal railing with the steel posts extended to carry a single guardrail element approximately 4' above the roadway. Proposed fencing or existing fencing would be run along the back of the guardrail and tied into this higher metal railing.

me ommission: The Oregon State Game Commission Fish Biologist, Duane West, in La Grande, stated that there is a rainbow trout run in the Burnt River from March 1st to June 1st. No fresh concrete, creosote or other contaminating materials will be allowed in the free flowing stream. Any dewater from structural excavation must be pumped into a holding or settling basin before being allowed to enter the Burnt River. Structural excavation next to the river must be seperated from the free flowing stream by the use of cofferdams, berms, or dikes.

inorities: No minorities were identified within the limits of this project.

tour: Any detour near this site would require the construction of some roadway and and pile trestle across the Burnt River. There is a public grade crossing of the railroad just west of the present structure that could be used - however an extensive detour easement would have to be acquired by the County.

We plan to use the existing structure as a detour and stage construct the roadway so as to maintain one-way traffic at all times.

mporary gning: All temporary signing required for detour and stage construction is to be furnished as part of the contract. Contractor will furnish and maintain.

ght-of- y: Additional R/W or construction easements will be required. Joe Barber, property owner, has signed a permit of entry and is negotiating with Baker County. As a condition of this permit of entry - Baker County will construct a cattle guard for the property owner and we will install a woven wire fence on the S.E. corner of the structure and a 4' high metal railing on the structure.

There are some discrepancies in the R/W. Maps indicated up to 100' of R/W width but the Warranty Deed indicates that there is a 60' wide R/W - 30' each side of a designated centerline. The Warranty Deed is the latest document and has been accepted.

Our additional R/W required is based on the Warranty Deed.

rrigation cilities: Joe Barber, the property owner, has a diversion box downstream and he requested that the present access road around the toe of the north end fill be maintained. He has requested only a 10' wide roadway for access to his property on the N.E. corner of the project.

tilities: There are no utilities presently within the project limits. Both power and telephone follow an older section of road that now serves only as an access to a farm house.

tructure ility ontact: Pacific N.W. Bell does want to contact the new structure. We've made no specific proposal since we are uncertain of the type of structure that will be constructed. If it is of prestressed beam construction inserts could be installed in the deck with utility holes left in the end walls. A slab structure would probably allow the phone company to hang their conduit on the metal railing. Contact this office when the type of structure has been determined and we will contact the phone company for more definite plans.

ailroad: No allowance was made in the original project assessment for the costs incurred relocating railroad communication and signal lines; or for the necessary flagging protection. Our estimate is based on previous projects and a windshield estimate from some railroad personnel who met on the site and reviewed our proposal. Their lines cross the roadway very close to bent 1. With the possibility of blasting for footing excavation and the need for a large crane to place long prestressed beams at bent 1 - the railroad felt a temporary relocation was unavoidable. Since we are crossing the UPRR mainline - flagmen for the railroad will be necessary.

Structure Excavation: since the excavation at bent one is over the railroad and we need a good firm foundation for the structure - I'd recommend we specify pnuematic or hydraulic excavation using a backhoe mounted hydraulic ram. We've seen these working in quarries breaking up boulders, etc. and they are very efficient and can be controlled very well.

ork to be one by the ounty: The County will construct the approaches. I've already advised them that the end fill will have to be in place prior to the driving of any piling. They plan to construct this fill as soon as the project looks favorable and let it winter for settlement etc.

Signing, fencing, and guardrail installation will all be part of the contract to be completed by the contractor.

Salvage structure: Existing structural steel is to be dismantled and stockpiled near the site for Baker County. JAS

Joseph A. Schlieski
Joseph A. Schlieski
Resident Engineer

POSSIBLE SOURCES OF ADDITIONAL INFORMATION

Duane West	Oregon State Game Commission Fish Biologist La Grande	Phone: 963-2138
Gary Bowling	Baker County Roadmaster Baker	Phone: 523-6414
Ray Prescott	UPRR Officeman Pocatello, Idaho 83201	Phone: 208-467-3432
E. C. May	UPRR Superintendent P. O. Box 790 Pocatello, Idaho 83201	Phone: 208-467-3432

3 - Span Prestressed Slab Bridge

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION UBRR/Burnt R. (Huntington(Br. UNIT OR PART Structure sheet 2 of 2

HIGHWAY FAS B510 PREFIX 501-1948-901 COUNTY Baker

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
18	606	Guardrail, Type 1 Anchors	Ea.	4	$250.00	$ 1,000.00
19	606	Type "C" End Pieces	Ea.	4	$110.00	440.00
20	620	Riprap, Class 100	C.Y.	100	$20.00	2,000.00
		Total Bid Items				$250,525.00
		Railroad Costs				70,000.00
		Engineering and Contingencies 12½%				40,066.00
		Total Cost				$360,318.00

3 - Span Prestressed Slab Bridge

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION UPRR/Burnt R. (Huntington) Br. UNIT OR PART Structure sheet 1 of 2

HIGHWAY FAS B510 PREFIX 501-1948-901 COUNTY Baker

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Moblization	L.S.	All Req.	L.S.	$21,600.00
2	111	Temporary Protection	L.S.	All Req.	L.S.	2,500.00
3	202	Bridge Removal	L.S.	All Req.	L.S.	20,000.00
4	251	Shoring & Cribbing	L.S.	All Req.	L.S.	10,000.00
5	251	Structural Excavation	C.Y.	150	$17.00	2,550.00
6	251	Structural Excavation Below Grade Shown	C.Y.	25	$25.00	625.00
7	503	Furnish HP 10X42 Steel Piling	L.F.	315	$15.00	4,725.00
8	503	Drive Steel Piling	Ea.	9	$350.00	3,150.00
9	503	Splice Steel Piles	Ea.	3	$90.00	270.00
10	504	Structural Concrete Class 3300	C.Y.	130	$265.00	34,450.00
11	505	Reinforcement Steel	Lbs.	25,900.00	$0.50	12.950.00
12	504	Prestressed Slabs, 65/70 ft.	Ea.	7	$6,050.00	42,350.00
13	504	Prestressed Slabs, 55/60 ft.	Ea.	7	$4,950.00	34,650.00
14	504	Prestressed Slabs, 45/50 ft.	Ea.	7	$4,070.00	28,490.00
15	513	Metal Railing-Modified	L.F.	325	$75.00	24,375.00
16	606	Guardrail, Type 3	L.F.	100	$25.00	2,500.00
17	606	Guardrail, Type 2A	L.F.	100	$19.00	1,900.00

9071 6-6-79

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

301

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-B510(-)
Project Name UPRR/Burnt River (Huntington) Bridge
FAS B-510

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by thecountyin accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Baker, Oregon, this 6th day of June, 1979

County of Baker

Certified By:

Regional Right-of-Way Supervisor
Date June 14 1979

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

Clarence L. Fuller
County Judge/Chairman

Fred W. Rieger
Commissioner

Stewart Sullivan RP
Commissioner

9071

Victor Atiyeh
xxxxxxxxx
Governor

Oregon State Highway Division

Bend, OR 97701
May 24, 1979

In Reply Refer to
File No.:

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA MAY 25 1979 ☐

RECEIVED
REGION 5 OFFICE

The Honorable Dennis L. Fuller
Baker County Judge
County Courthouse
Baker, OR 97814

RS-B-510(-)
U. P. R. R. /Burnt River (Huntington)Bridge Section
FAS B-510

Dear Judge Fuller:

Attached are two copies of right of way certification required for this project. Our Location Engineer, Mr. Schlieski, has forwarded me a copy of a Permit of Entry for donation of the right of way needed, which enables the certification to be signed at this time.

Please return the executed certification forms to the undersigned at the State Highway Office, P. O. Box 5309, Bend, OR 97701. If you have any questions on this matter, please do not hesitate to contact me.

Very truly yours,

Harold G. Brainerd
Regional Right of Way Supervisor

HGB:eh

Attachments

cc J. B. Boyd
Roger Lang

by Hal Reynoldsen
J. A. Schleeski

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LCE ☐ TAE ☐ OPE ☐
MAY 29 1979
File: PM FA
TAA LG OP

9071

5-23-79

LD	X ACTION	INFO
	X FILE:	
	X OTL:	
NS		

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 21, 1979

Mr. William Penhollow
Executive Assistant
Association of Oregon Counties
P.O. Box 12729
Salem, Oregon 97309

SUBJECT: Project Advancement
FAS-C Program

Dear Mr. Penhollow:

At the Transportation and Parks Committee meeting May 11 and the Technical Advisory meeting May 17, I reported advancing May 1, under the master FAS-C Agreement, commitment of eight (8) rank order FAS-C projects to construction. These involved the following counties:

Jefferson	Polk
Baker	Sherman
Douglas	Wallowa
Deschutes	Coos

In addition, I indicated 2.6 million dollars of committed FAS-C projects cannot make it to construction in the 1980 Federal Fiscal year. Based on this I further recommended committing the seven (7) remaining FAS-C applications to construction. Most of these seven (7) are in various stages of preliminary engineering. Advancing the seven (7) projects to construction will result in a 1980 over commitment of 1.7 million dollars. It will possibly result in some low priority counties being committed to construction in advance of some potentially higher ranking applications later in the year. These future applications, however, can still be authorized for preliminary engineering. The necessary lead time for their development should preclude delaying their construction.

These seven (7) counties recommend for construction commitment, beyond the master FAS-C Agreement, are:

Lane	Marion
Benton	Union
Umatilla	Lake
Jackson	

Please note that potentially the Douglas, Coos, Union and Lake County projects may be bid in 1979. This will result in nearly full obligation of the 1979 FAS-C funds at the end of the Federal Fiscal year. If any of the other FAS-C projects scheduled for bidding in the next few months overrun their current estimate, we may need to postpone one of these projects from say September to October of this year. Likely, this will not happen, but in all fairness it needs to be pointed out.

Both of your committees approved this concept, of going beyond this master FAS-C Agreement and committing the 7 preliminary engineering projects to construction. It is appropriate to state this in the record by your signing and returning a copy of this letter. We will withhold the Lake County project until your Board of Directors authorizes an advancement of funds greater than 5 years.

Very truly yours,

Gerald Wimer
Local Government Engineer

GWW:pf

APPROVED BY

William Penhollow, Executive Assistant
Association of Oregon Counties

Date May 24, 1979

9071

Oregon State Highway Division

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

April 5, 1979

The Honorable Dennis Fuller
Baker County Courthouse
Baker, Oregon 97814

Dear Judge Fuller:

RE: Miscellaneous Contracts and Agreements No. 7009, UPRR/Burnt River (Huntington) Bridge Section, Snake River Road, FAS B 510.

Enclosed are four copies of a Construction Finance Agreement concerning the UPRR/Burnt River (Huntington) Bridge Section on the Snake River Road, FAS B 510 near Huntington.

Our present Agreement calls only for preliminary engineering with no allowance for funding of construction. At the present time we are held up on foundation exploration as Union Pacific has not granted a permit of entry for our drilling equipment. If you have any contacts in the Union Pacific Railroad Company which you could influence in speeding this action, I would urge you to do so as it will help in the over all time table for your project.

Please examine the Agreement carefully and if found to be acceptable, present them to the Court at a regular session, then to the County Clerk for signature.

After the Agreements have been signed, return the three blue bound copies to me for further processing.

Your early attention to this matter will assist us in completing the required work and establish a construction schedule for the project. Do not hesitate to call me if you have any questions.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Engineer

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ IAE ☒ OPE ☐
4-13-79
File: PM FA
LG OP
TAA

RCL:lt
Enclosures (4)
cc: Gerald Wimer
J. A. Schlieski
Verne Moore

Form 81-734-8122

9071

FORM 61-734-3020

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

August 29, 1978

FROM: R. C. Lang
Region Federal Aid Specialist

SUBJECT: UPRR/Burnt River (Huntington) Br. Sec.
Snake River Rd., FAS B510
Baker County

TO: W. J. Hart
Bridge Engineer

SALEM

As a follow up to my letter of June 14, 1978, I contacted Judge Fuller to see if the County Court had reached a decision on what design they wished to pursue for the Huntington Bridge.

Judge Fuller feels the Court cannot make a decision at this time because of the possible effects Ballot Measure 6 will have upon Baker County revenues. If the measure passes, severe adjustments will be necessary within the Road Department budget which will reduce the availability of matching funds.

It is suggested we hold this project on the shelf until the Court is able to determine what course of action to take.

RCL/vmt
cc: Judge Fuller
Gerald Wimer
J. A. Schlieski

PROJECT MANAGEMENT
PME ☐ CCE ☐
LGE ☒ FAE ☐
SEP 1 1978
TAA
File: PM FA LG OP

9071

June 20, 1979

Baker County Court
Courthouse
Baker, OR 97814

Attention: Anita C. Johnson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7004

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning construction of the U.P.R.R./Burnt River (Huntington) Bridge Section of Snake River Road in Baker County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Mead
COMMISSION SERVICES

bkr

Attachment

bc: Dorland Swan (agreement attached)

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: May 30, 1979

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Proposed FAS-C Project
Baker County

Baker County is requesting the authorization of the construction phase of the U.P.R.R./Burnt River (Huntington) Bridge Section on Snake River Road, FAS-B510. The PE was approved by the Transportation Commission on July 19, 1977. This project will consist of replacing a structure on the existing location. New structure is to be approximately 155 feet long with a roadway approximately 28 feet in width. The approaches will be constructed by the County. County is responsible for any additional Right-of-Way. Engineering by State. See attached sketch for location. In Summary:

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	Local Funds
Baker County	U.P.R.R./Burnt River (Huntington) Bridge - FAS-B510	$250,000	$220,000	$15,000	$15,000

The region and this office have investigated the proposed project, confirming its validity and financing under the FAS-C Program. I recommend your approval and request you authorize this project under delegated authority.

6-1
orig to Head
eq Mooching

APPROVED BY

State Highway Engineer

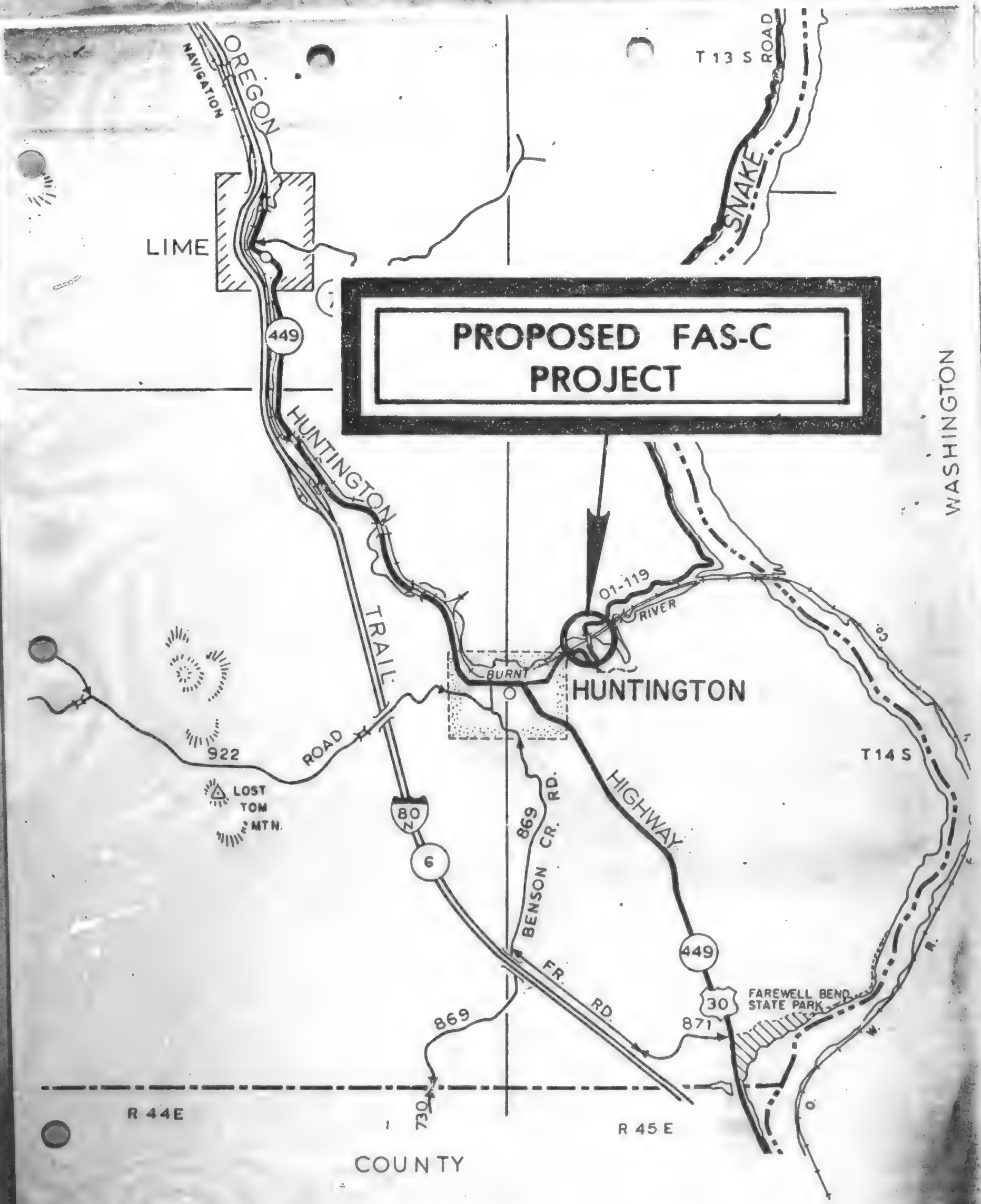
Date 5/31/79

HR:pf
Attachment

(on 6-6-79 report)

81.125-1387

PROPOSED FAS-C PROJECT



9071

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ... La Grande, Oregon 97850 ... ... Phone 963-3177

June 14, 1978

Hon. Dennis L. Fuller
Baker County Judge
Courthouse
Baker, Oregon 97814

Dear Judge Fuller:

RE: UPRR/Burnt River (Huntington) Bridge Section, Snake River Road, FAS 8510
Bridge No. 16326

Enclosed is a copy of correspondence, with attachments, from Walter J. Hart, Structural Design Engineer, which identifies the results of our studies on the Huntington Bridge. You will note the available options are within $10,000 of each other, but based on expected service life, the concrete superstructure is recommended by Mr. Hart.

At this point we are looking to the County for some direction so we may proceed with plans for upgrading of the structure. Please examine the options available and advise me of your decision. If you need assistance or clarification, please contact Mr. Joe Schlieski, Resident Engineer, telephone 963-7545.

I must point out the estimates are for the structure only; and detour costs, railroad flagging (if required) and grading costs will be additional. Your present FAS balance will allow a $180,000 project. With the 1979 allotment of $51,000, the project limit would be $240,000. It does not appear there will be a funding problem for the project.

Sincerely,

R. C. Lang
Region 5 Federal Aid Specialist

RCL:sh
Enclosures

cc Gerald Wimer
J. A. Schlieski

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUN 19 1978
TAA Reynolds File: PM FA LG OP

11-794 3123

9071

16326

June 6, 1978

Mr. Roger Lang
Federal Aid Engineer

Walter J. Hart
Structural Design Engineer

Huntington Bridge
UPRR/Burnt River(Huntington)Sec.
Snake River Road - FAS B510
Baker County
Bridge 16326

Enclosed are two copies of Sketches "A", "B" and "C" showing the results of further study of the Huntington Bridge Reconstruction.

Sketches "A" and "B" indicate methods of widening the roadway to 28 feet using the existing girder system.

Sketch "A" shows a precast, prestressed slab bolted to the existing girders. The cost of structural work is estimated to be about $195,000 including an allowance for engineering and contingencies. A cost reduction of about $20,000 could be realized if steel brackets supporting the existing timber deck could be left in place and if the steel girders do not need painting.

Sketch "B" is for a poured concrete deck and would include replacing steel support brackets with new brackets and bolted connections to existing girders. Some additional bracing between girders and other incidental work would be required. The cost of this work is estimated to be about $205,000 including an allowance for engineering and contingencies.

Sketch "C" shows an alternate method of reconstruction using precast prestressed concrete beams and a poured concrete deck. The estimated structure cost using this method is about $200,000 including an allowance for engineering and contingencies. Another alternate using a precast deck and beam superstructure would be in the same cost range as Sketch "C".

Estimated costs assume that the existing Bent 2 footing is in stable condition and is as shown on Idaho Power Company Drawing CV-81-201 R1, Detail "Q". Estimates utilizing existing steel girders assume they are in good condition and that section loss or deterioration has not occurred which would prevent designing on the basis of the original section properties of the girders.

As stated in the previous letter, Railroad approval to modify existing Bent 2, if necessary, is also assumed. Clearance to a siding track

NOTED
P.A. ANDERSON

NOTED
W. J. HART

attach in file

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

February 13, 1978

F. B. KLAUSE
Administrator
State Highway

Mr. Roger Lang
June 6, 1978
-2-

shown to be future on Idaho Power Company drawings would be affected.

Grading and surfacing costs of the approach roadway are not included in these estimates. Because a new concrete superstructure would be shallower than the existing steel girders, the roadway grade could be shifted downward if this would reduce grading costs to provide a wider roadway or the substructure could be built to a higher elevation to meet the grade line of the existing roadway.

Baker County Judge

A shorter structural service life and somewhat higher maintenance costs would be expected using the steel girder alternates. This and the uncertainty of estimating the cost of structural steel remodeling leads us to recommend a concrete superstructure as the best solution.

GWV:smd
Encl.

RE: Advance Deposit
Preliminary Engineering
UPRR/Burnt River (Huntington) Bridge

cc Joe Schlieski /w/ encl
George Hopkins

the preliminary engineering agreement, the
osit a sum of money equal to 7 percent of the estimated
total cost as shown below:

GWV

Total Estimated Cost	$25,000
Federal Funds	21,450
State Share	1,275
County Share	1,275

Please make advance deposit payable to State Highway Division and forward to me for further processing.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/dlm

cc: Gerald Wimer
J. A. Schlieski

bcc: F. E. Terpin
W. J. Hart
Deposit based on bridge design at no
under provisions of

NOTED
T. G. THOMPSON

NOTED
R. W. ELLISON

9571

ROW 18-2

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

May 16, 1979

Union Pacific Railroad Company
628 Pittock Block
Portland, OR 97205

Attention (Mrs.) Nancy Riebe

RAILROAD COMPANIES
FILE No. 982

Exploration Permit
FAS Route
Baker County Road over Burnt River,
near Huntington
ODOT Agreement No. RR-982
UP File 322-1-10

Dear Nancy:

Enclosed is the Railroad's counterpart of the fully executed agreement permitting the Highway Division to drill some test holes on the Railroad's main line near Huntington in connection with the proposed reconstruction of the Burnt River Bridge.

Thank you, Nancy, for the cooperation that you and Jim Bergmann gave us in expediting this matter.

Cordially,

Roger D. Trygstad
Railroad & Utilities Engineer

RDT/seb
Enclosures
bc: C. W. Head w/original
J. B. Boyd
W. E. Schwartz w/copy
J. A. Schlieski w/copy
Jack Sollis

NOTE TO JOE SCHLIESKI: Please notify Mr. E. C. May's office in Pocatello at least 48 hours in advance to make arrangements for entry onto the Railroad's right-of-way. RT

NOTED
C. W. HEAD

Orv Boyd's 6-6-79 Report.
6-14-79 noted in agmt. Book
Gw

Form 734-3123

9071

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Roger Lang
Federal Aid Engineer
Region 5

DATE: April 26, 1978

SUBJECT:

Huntington Bridge
UPRR/Burnt River (Huntington) Br.Sec.
Snake River Road - FAS B510
Baker County
Bridge 16326

FROM: ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Assistant Structural
Design Engineer

We have studied the feasibility of widening the existing steel plate girder bridge to provide a 28-foot roadway with a concrete deck.

Widening would require the following structural work:

1. Encase Bent 2 in concrete using the existing footing. Provide additional pile-supported footings at Bent 3.

2. Reset existing girders at 19'+ centers and provide a new steel diaphragm system between girders. (Existing deck support brackets would be removed).

3. Pour concrete deck and install flex-beam guard rail which would meet AASHTO requirements.

Cost of this work is estimated to be $220,000 including an allowance for engineering and contingencies.

As an alternate, a superstructure could be provided using precast, pre-stressed beams and a poured concrete deck for $190,000 including engineering and contingencies.

190,000 x 88

167,200

It would be possible to widen the existing roadway to 24 feet using a glu-lam wood deck with the existing steel girder and bracket system. The cost is estimated to be about $125,000 including engineering and contingencies.

These costs do not include grading or surfacing of existing roadway.

Estimates utilizing the existing steel girders assume they are in good condition and that section loss or deterioration has not occurred which would prevent designing on the basis of the original section properties of the girders.

81-125-1307

Estimates also assume Railroad approval to modify existing Bent 2. Reducing clearance to a future siding track (shown on Idaho Power Co.'s plans in 1954 but not yet constructed) would require approval of UPRR.

GWV:dh

cc J. Schlieski
Project Management

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
APR 27 1978
File: PM FA
TAA _____ LG OP

9071

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*87808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Baker County Court
Courthouse
Baker, Oregon 97814
Attention of Hon. Dennis L. Fuller, County Judge

Request No. (assigned by staff engineer or head of section) CC 1800

Date March 31, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit PE $1,275.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in advance deposit	$400.00	
		Partial transfer to State Hwy. funds for the UPRR/Burnt River (Huntington) Bridge Section on FAS B510.		$875.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 1,275.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 501-1948-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: Gerald Wimer G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

9071

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

February 13, 1978

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

The Honorable Dennis Fuller
Baker County Judge
County Courthouse
Baker, Oregon 97614

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 14 1978
File: PM FA
TAA ——— LG OP

Dear Judge Fuller:

RE: Advance Deposit
Preliminary Engineering
UPRR/Burnt River (Huntington) Bridge

Under the terms of the preliminary engineering agreement, the County shall deposit a sum of money equal to 7 percent of the estimated total cost as shown below:

Total Estimated Cost	$25,000
Federal Funds	21,450
State Share	1,275
County Share	1,275

Please make advance deposit payable to State Highway Division and forward to me for further processing.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/dlm

cc: Gerald Wimer
J. A. Schlieski

bcc: F. E. Terpin
W. J. Hart
Deposit based on bridge design at no cost to County under provisions of ORS 369.210.

Form 01-734-3123

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
B510(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Baker

PROGRAM STAGE (Check) 1. [ ] 2. [ ]

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80135

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-31-78	Secondary B-510	County Road

GENERAL LOCATION:

"UPRR/Burnt River Bridge Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION : Including Archeological Salvage, and Utility Preparation work
- [ ] OTHER (Specify) TEC NTE $35,000 - F.F. $30,030

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1-23-78 letter.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-31-78	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9071

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 23, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80135
Project No. RS-B510(1)
UPRR/Burnt River Bridge Section
Baker County

Attached data consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and State Highway Division.

We request authorization to proceed with all phases of preliminary engineering including utility preparatory work and archaeological salvage at an estimated total cost of $35,000 with an obligation of $30,030 in federal funds.

DRH:dmc
attachments
cc: W. E. Schwartz, Region 5

AD 371
Adv. Dep. $2,485
1-23-78

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-01)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

January 23, 1978

CARD 2	REPORT NUMBER (18)(20)	PROJECT LOCATION (45 typewriter spaces) 21 55: Co. Rd., 0.2 mi. NE of Huntington ECL	ADT	PRESENT: 10 DHV 70	FUTURE (66): 120	YEAR (70)(71)(72): 98	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62: Preliminary Engineering	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SERV AGCY (69)(70)	DA CLASSIF. (70)	DA AREA (71)(72)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER: PREFIX LETTER(S) RS (14 23)	NUMBER B510 (7)		
CARD 4	CLASS OF FEDERAL FUNDS: Rural Secondary	NAME OF URBAN AREA (17-31): --	COUNTY NAME: Baker	CO: Ba	ROUTE NO.: S	FEDERAL-AID: B510 (32)	STATE: Co. Rd. (36)(37)	U.S.: --			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (42 43 46)	STEP (52)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
5					PE		"UPRR/Burnt River Bridge Section"	0.1	35,000	30,030	2,485	2,485 (Co.)
5					ROW							
5					CONST (CODE)							
								0.1	35,000	30,030	2,485	2,485 (Co.)

ESTIMATED PROJECT COST BY PHASES

CARD 1	CODE 1	PREPARED BY: DRH	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

January 23, 1978

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT YEAR	FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd., 0.2 mi. NE of Huntington ECL		10 DHV 70	120 98	10	Oregon	41	075	80135

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASS'F.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
gineering								RS	B510	(1)		

COUNTY NAME	CODE	PROGRAM STAGE
Baker	001	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	B510	Co. Rd.	---

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			0.1	35,000	30,030	2,485	2,485 (Co.)	Utility adj. Incl. prep. work and archaeological salvage.
OW								
ONST (CODE)		"UPRR/Burnt River Bridge Section"						ROW-60' min.; Access Control-none; Parking Restriction-None
		PROJECT TOTALS	0.1	35,000	30,030	2,485	2,485 (Co.)	

DRH

ROVAL DATES

REMARKS

-Over-

USCOMM DUSCOMM-DC 46908-P61

UPRR/BURNT RIVER BRIDGE SECTION
PROJECT NO. RS-B510(1)

Existing Facility:

Roadway:

South Approach (FAS B510) -- Bituminous surfaced 2-10' lanes with 4-ft. shoulders.

North Approach (FAS B510) -- Rock surfaced 24-ft. roadway

Structure:

UPRR/Burnt River Bridge (#1C21) -- Plate Girder span, wood span, wooden deck Length 164-ft., HC 18-ft. and Loading H-20.

Data for PR-

NOTE: This

Project Data: Work- consists of preliminary engineering all phases including utility preparatory work and archaeological salvage for future construction of prestressed concrete deck and/or other modifications required to widen structure to 28-foot HC and improve approach roadways.

System Actions, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in b/ FHWA on December 22, 1977.

FHPM 4-1-4 Requirements:

State Clearinghouse -- Exempt from A-95 review under working agreement.

District 13 Clearinghouse -- It is our contention that this is a quasi-clearinghouse, for if it were fully operational or representative of its respective district, or both, that it would have a signed working agreement in effect.

FHPM 7-7-5 Requirements: In accordance with Oregon Action Plan, federal statutes and regulations.

with 4-ft.

span, wooden

phases in-
age for
other
and improve

orical and

in by FHWA

g agreement.
is a quasi-
esentative
a signed

lan, federal

Data for PR-37: Preliminary Engineering Field Work $22,000
Archaeological Salvage $ 1,000
PS&E Preparation $12,000
TOTAL $35,000

NOTE: This project is in Congressional District No. 2.

9071

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

January 16, 1978

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Gary L. Bowling, Roadmaster
Baker County Road Department
3055 11th
Baker, Oregon 97814

PROJECT MANAGEMENT
PME LGE CCE FAE OM CPE
JAN 17 1978
File: PM FA LG OP
TAA

Dear Gary:

RE: Final Project Assessment
UPRR/Burnt River (Huntington) Bridge

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/dlm
Enclosures

cc: Judge Dennis Fuller
Gerald Wimer
J. A. Schlieski

Form 81-734-3122

9071

STATE OF OREG[illegible] INTERO[illegible]CE MEMO

January 6, 1978

TO:

J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 5 : Pat Schwartz
District 13 : G. A. Starkey
Region 5 Geologist: Vernal Moore
Gerald Wimer ~~(1)~~
B. L. Gifford

FROM: D. H. Moehring, Manager
Office of Project Management

SUBJECT: PROJECT ASSESSMENT
~~UPRR/Burnt~~ River (Huntington) Br.
~~FAS~~ R-510
Baker County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

BLG:dpy

Attachment

cc: E. S. Hunter

01-125-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 22, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. RS-B510(-)
UPRR/Burnt River (Huntington) Br.
FAS B-510
Baker County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's December 7, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Kaysen
for G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Fenton, Reg 4

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☒ OPE ☐
JAN 6 1978
File: PM FA LG OP

RECEIVED
TECHNICAL SERVICES
JAN 5'78
REFER TO
FOR
Info | Invest | R/D | U/R | Sign | Agt | File

BEN GIFFORD

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

NON-MAJOR

RS-B510(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date December 2, 1977

Section UPRR/Burnt River (Huntington) Br. Unit (if appl) _____

County Baker City _____

Highway FAS B-510 State Hwy. No. _____

Termini: M.P.(if appl) _____ Length _____

Region 5 Construction Estimate $31,000
Program Amount

B. Purpose of Project:

To enhance safety and alleviate congestion by widening the existing bridge.

C. Origin & History of Project:

This structure was erected by the Idaho Power Company in 1958 as a part of the road relocation required by the construction of Brownlee Dam. The bridge is narrow and constitutes a traffic bottleneck. Baker County widened and paved the bridge's south approach. Plans include widening and paving to BLM's Spring Creek park.

D. General Description of Project:

Replace the existing 18-foot wide wooden bridge deck with a 28-foot wide prestressed concrete deck. Project may also include replacement of bridge substructure.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 70 ; Projected ADT 120 ; Yr. 1985

Existing Level of Service Inadequate

Proposed Facility: Projected ADT 120 ; Yr. 1985

Projected Level of Service 50 years

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:
State and commercial materials sources are in the immediate area.

Type of Structure(s):
Existing plate girder.

Brief Description of River or Stream and Type of Involvement, if any:

Bridge spans the Burnt River. If detour is necessary during construction, a 404 permit may be required.

Local City, County or COG priorities of project:

Designated as first priority by the Baker County Court.

FHWA and/or OSHD approvals given, if any:

Pending.

Location or Design Alternatives (identify and describe):

No alternative alignment or design has been proposed.

Other Descriptive Information or Comments:
A temporary easement for a detour may be required.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The existing bridge is situated on a small alluvial flat within the Powder River canyon. Elevation at this location is about 2,100 feet msl. Steep, arid hillsides of the Slaughterhouse Range rise abruptly from the flat. Elevations exceeding 3,000 feet msl occur less than two miles from the bridge.

The Powder River joins the Snake a short distance from the project. Dams on the Snake River prevent anadromous fish from entering the Powder River. A few trout occur in the vicinity of the bridge. Bass in the most common game fish. The proposed project would not materially affect fish species.

The Burnt River flow is generally controlled by the Unity Reservoir. The project would not affect the stream volume.

2. Cultural:

The land is used as range land for cattle and irrigated alfalfa fields.

Most of the noise is created by the railroad which passes under the bridge. Redecking an existing bridge would not increase the noise. Most of the traffic is on the weekends from recreational vehicles.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None.

2. Estimated Impact on Traffic Patterns:

None.

Consequences--Air Quality, Noise, Safety, etc.:

None.

3. Estimated Impact on Land Use:

None.

Consequences:

None.

4. Expected Impact on Natural Ecological Resources:

None.

Consequences:
None.

5. Expected Impact on Cultural and Scenic Resources:

None.

Consequences:

None.

6. Preliminary Identification of Areas of Critical Concern:

None.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

The project will not conflict with clean air standards.

b. Noise Standards Replacement will not change noise parameters or affect sensitive receptors. This constitutes the FHPM 7-7-3 noise study report.

c. Water Quality Standards

The water wuality in the area will not be affected.

d. Area Land Use and Transportation Plans, and Zoning

The proposed project is consistent with the Baker County Land Use Plan and zoning ordinance.

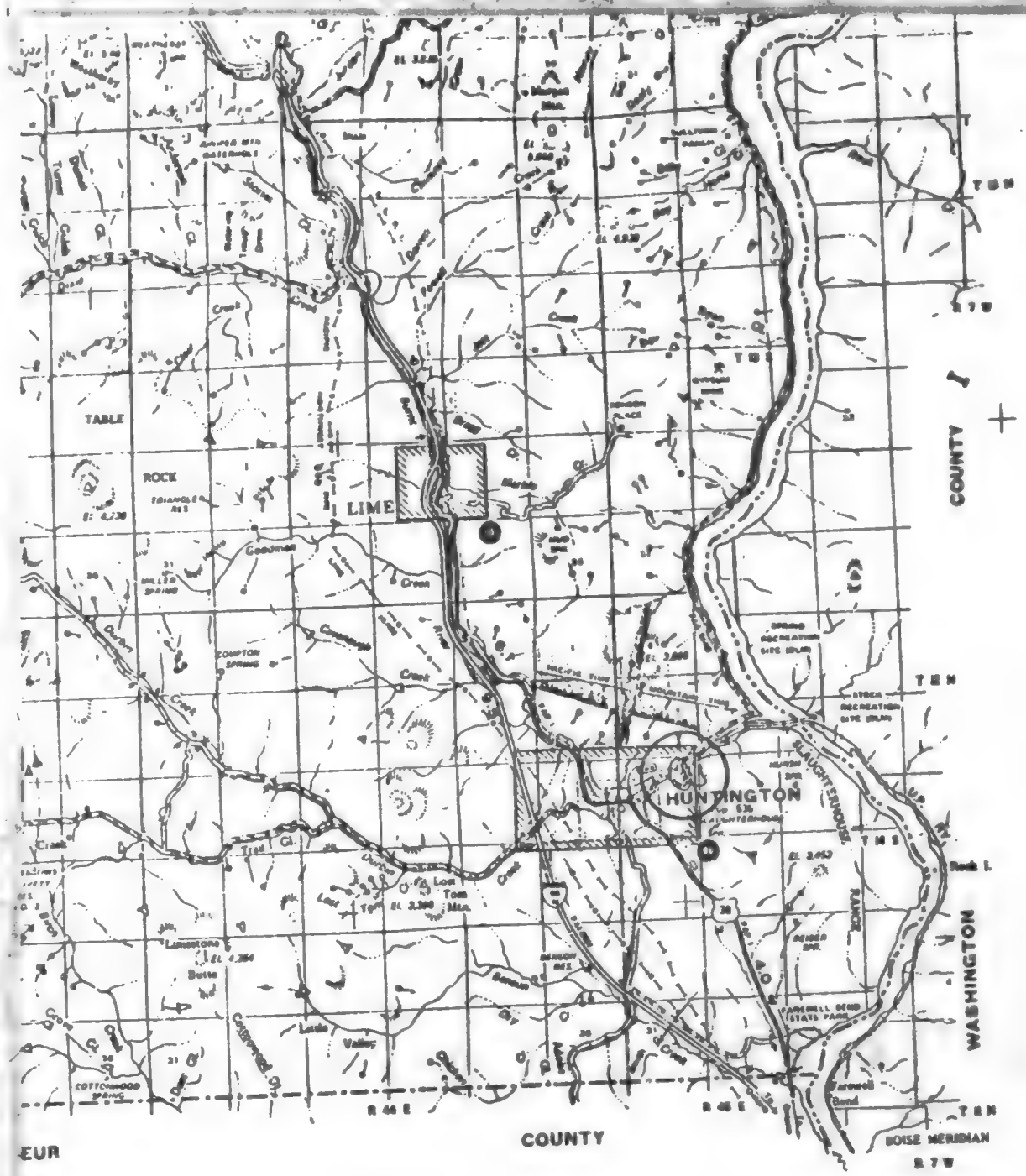
C. Recommended Type of Action and Documentation:

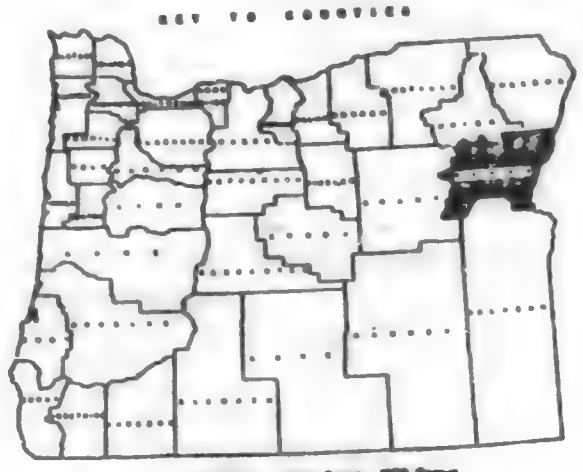
----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
The proposed project is limited in scope and is non-controversial.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4





16,300

SHEET 1 OF 4 MAP SHEETS AND 3 SUPPLEMENTAL SHEETS
SEE SUPPLEMENTAL SHEET 3 FOR ENLARGED AREAS

ROADSIDE CULTURE AS OF 1954 PARTIALLY REVISED TO 1973

GENERAL HIGHWAY MAP

BAKER COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE

1974

SHEET 4

APPROVED OCT. 30, 1974

GENERAL HIGHWAY MAP BAKER COUNTY OREGON

Hereford

VALLEY

B1

HALFWAY

:REFORD

B3

PACIFIC

HUNTINGTON

LIME

B5

HUNTINGTON

B6

SHEET B

1974

SCALE 1" = 1500 FEET

BAKER COUNTY

OREGON

9071

August 18, 1977

Baker County Board of Commissioners
Courthouse
Baker, OR 97814

AGREEMENTS No. 6228

Attention: Anita C. Johnson
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning a preliminary engineering project to explore the structural design of the existing U.P.R.R./Burnt River (Huntington) Bridge and for the preparation of plans, specifications and estimates for placing a concrete deck surface on the existing girders.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

bkr

Enclosure

bc: Don Harwell (agreement attached)

7071

DATE: July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: FAS-C Project Requests

On the consent calendar for the July 19 meeting will be two requests for approval of Federal Aid Secondary System projects.

Baker County is requesting a $31,000 preliminary engineering project to prepare contract documents for a project to place a concrete deck on existing girders of the U.P.R.R./Burnt River Bridge on Snake River Road.

The request from Grant County is for a $298,000 project to place base rock and pave a 2.1 mile section of Canyon City-Dog Creek Road between Boot Hill Cemetery and Dog Creek.

Federal Aid Secondary funds for these projects are estimated at $292,940 with the State providing approximately $23,030 in match funds and a like amount being contributed by the counties.

These projects have been investigated and are eligible for funding under the Federal Aid Secondary Program. I recommend your approval and request authority to sign the project agreements for an on your behalf.

MSC:SEZ:lml

Att.

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
J. H. Versteeg
L. E. George
F. E. Terpin
V. E. Skoog
W. E. Schwartz
Don. N. Harwell
George Bell
Max Klotz

BAKER COUNTY
Proposed FAS-C Project

U.P.R.R./Burnt River (Huntington) Bridge
Snake River Road, FAS-C B510
Preliminary Engineering
$31,000

This preliminary engineering project will explore the structural design of the existing structure, and prepare plans, specifications and estimates for a concrete deck surface on the existing girders.

State will perform the preliminary engineering work.

77-b
7/8/77

OREGON
NAVIGATION
LIME
449
HUNTINGTON
TRAIL
T 13 S
ROAD
SNAKE
PROPOSED FAS-C
PROJECT
WASHINGTON
01-119
RIVER
BURNT
HUNTINGTON
922
ROAD
LOST
TOM
MTN.
80
N
6
869
BENSON CR. RD.
HIGHWAY
T 14 S
449
FR. RD.
30
FAREWELL BEND
STATE PARK
871
869
730
R 44E
R 45E
COUNTY

9071

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
June 21, 1977

FROM: Roger C. Lang
Regional Federal Aid Engineer

TO: Gerald Wimer
Local Government Programs Engineer

S A L E M

SUBJECT: Proposed Survey Project
U.P.R.R., Burnt River
(Huntington) Bridge
Snake River Road, F.A.S. B510
Baker County

Attached is project request concerning the above subject project submitted by Baker County.

The purpose of this project is to determine if the existing bridge girders will support a 28-foot wide concrete deck; possible methods of staging construction; possible detour requirements; estimates of cost and all preliminary engineering required to clearly identify any problem to eliminate this "bottle neck".

A project assessment has been prepared by the County and is being reviewed by Jim Kennedy, Region Environmentalist.

An estimate of $31,000 has been identified to accomplish field work and design of the structure in its present location.

Additional funds may be required if the existing structure proves unsound and another alternative is required.

Please take the necessary steps to program this request.

RCL/dlm
Attachments

cc: Judge Dennis Fuller
Gary Bowling
Verne Allen
C. D. Hiatt
Verne Moore
Harlin Gerlach

MAINOR - GARY
7-21-77
SURVEY AUTHORITY
TO TERPIN.
V

cc Frank Terpin w/copy of request
Obj Appropriation for survey
901 15,000
913 100
914 500
926 3,000
975 1,000

PROJECT MANAGEMENT
JUN 23 '77
REFER TO:
Wimer
Grange Tag
FOR
Info | Investigate | R/D | Action | File | Letter | See me

NOTED
MAINOR C. HOLMES

FEDERAL AID PROJECT REQUEST

Date 6-13-77

Applicant Agency Baker County

Request for: Off-System ____, FAS-C X, FAUS ____ Project

Federal Aid Route No. B510 Route Name Snake River Road

Project Name UPRR/Burnt River (Huntington) Bridge

Project Length 0.1 mi. ± Project Location (Attach sketch map)

Project Description To prepare plans, specifications and estimate of costs for concrete deck surface on existing girders, to explore detour requirements and alternatives.

Average Daily Traffic 70 Design Speed ____

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 28 Travel Lanes 2-10 Shoulders 2-4

Medians none Parking none

Sidewalks none

Remarks South approach oiled- north approach rock surface.

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 Travel Lanes 2-10 Shoulders 2-4

Medians none Parking none

Curbed none Length Curb Radii none

Sidewalk/Bikeway none

Remarks Approach widening to be performed by County.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width ____ Minimum 60 Maximum 200

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X (R/W requirements to be determined during RE. Survey.) ECL

3. Will additional right-of-way be needed? Yes ____ No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X

Remarks Possible easements for detour if no way can be found to stage construct bridge deck

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Crossing Burnt River and Railroad r/w on Snake River Road

Type Plate Girder 160'-5" long

Approach Roadway Width 20'-0" Shoulder Width 4'-0"

Length 164'-0" Width 20'-0"

To remain in place? Yes. Project consists of feasability study for placing concrete deck on existing girders.

2. Proposed Structure:

Location UPRR/Burnt River (Huntington)

Approximate Size: Length 164' Width 28'

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Bridge location over the railroad tracks and there is no location for a detour around the project.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No

Name of Railroad Union Pacific

Existing Crossing Protection none

2. Will existing railroad crossing be altered? No

Remarks Existing structure crosses over railroad - no actual grade crossing exists.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Gary L. Bowling, Roadmaster Office
2. Environmental — " Office
3. Public Hearing — " Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: Widen the approach on North side of bridge and appraoch guard rail to be furnished under the contract. (Existing approach on South side adequate)

4. Applicant's estimate of cost for requested project:

Roadway Work	$_____
Right-of-way costs (if participating)	_____
Traffic control	_____
Illumination	_____
Structures	_____
Railroad	_____
Other Archeological Study	1,000.00
Preliminary engineering	30,000.00
PROJECT TOTAL	$

Remarks Survey of project is requested to fully explore structural design of existing structure, detour requirements and possible alternatives.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

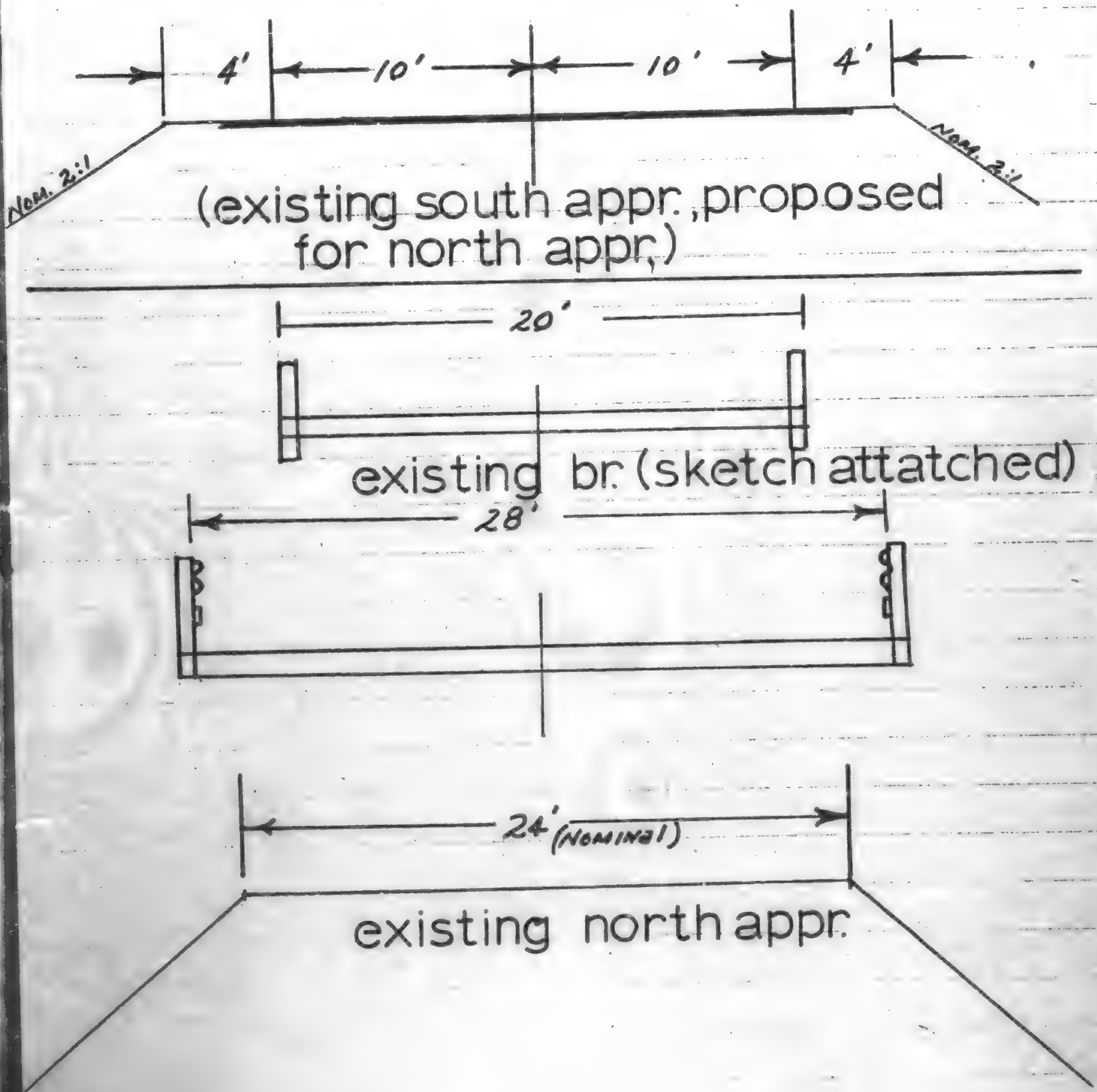
CITY OF _____ and/or Baker COUNTY

By_____ By Dennis L Dulle

By_____ By George V. Darneson

By Fred W. Ringer

TYPICAL SECTION



BURNT RIVER – RAILROAD BRIDGE – 1 mile below HUNTINGTON

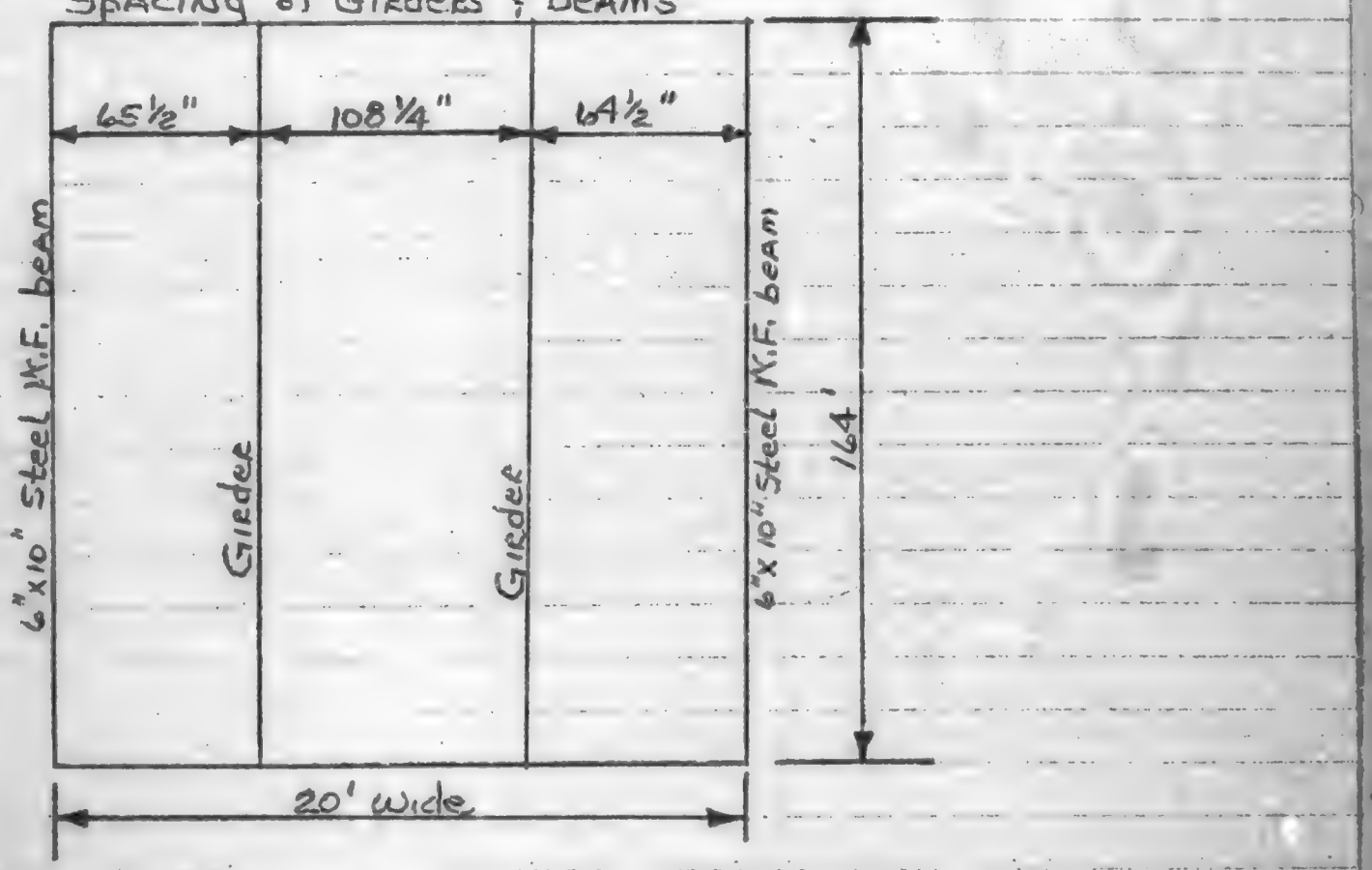
Built 1958 located in Section 18, T14S, R45E., W.M.

164 ft long – 20' wide
Concrete footings on both ends – Concrete backwall on South end – Steel backwall on North end
2 Girders 8'8" high 164' long – 2-10" I-beams braced to girders on outside edges holding up cross stringers
109 – 8"x12" x 20' Stringers (wood) on 18" centers laying transversely to the road.

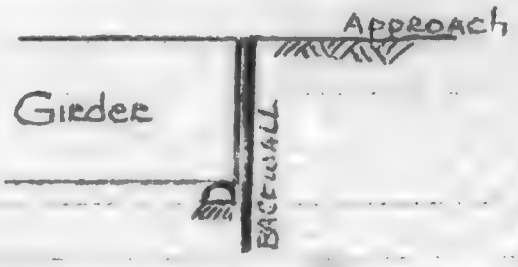
Steel Pier near center of bridge
3"x12" wood deck running parallel to road
6"x8" wheel guards
6"x6"x wood Posts and 2"x6"x wood for guard rails

Boxed in Girders are 160' 5" long – 8'9½" deep – 17" Flange
½" rivet guseted stress risers

Spacing of Girders & Beams



Asphalt was placed on the deck Sept. 11, 1968



PROPOSED FAS-C PROJECT

N.89°01'E. 4634.39

NW¼ NE¼
Allen

NE¼ NE¼
Allen

1970
P.I. 1970+61.82

P.O.S.L. 1972+46.13

1973+50 18+50

1967+58.44

P.O.S.L. 1967.13

286.89 326.20

P.I. 1973+33.50

I.P.M.C.
El. 2100

18

1980+08.71

P.I. 1983+41.94

1986+52.82

P.I. 1988+62.81

1989+97.34

1990

Sta. 1990+48.09 ℄ End Grillage
I-81-201 R1
Sta. 1992+06.09 ℄ End Grillage

I.P. Co. Rd. Sta. 1991+73.91
℄ R.R. Sta. 2130+90.1

P.I. 1979+26.33

2130

R.R. R/W

℄ U.P.R.R. Main Line

P.I. 1993+17.98

P.I. 1999+51.56

2000

Ellis Allen

330

330

2006+26.56 End Of Project

SW¼ NE¼
H.H. Hursh P.I. 2003+39.33

P.I. 2001+96.56

Existing Road

SE¼ NE¼
Ellis Allen

N.0°31'E. 1582.32

Existing Road

18

HARRISON STREET

VAN BUREN STREET

E. 106,000

E. 108,000

9071

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section UPRR/Burnt River (Huntington) Bridge — Date June 21, 1977

Highway Snake River Road, FAS B510 — Authorization No. 1

County Baker — Survey Prefix 501-1948-
(Assigned by Salem office)

Description of termini, route, length, etc.:

At crossing of UPRR and Burnt River about one mile east of Huntington on the Snake River Road.

Purpose of survey:

To determine if present structure will support concrete deck 28' wide, explore alternatives, and prepare plans, specs. and estimate of cost.

Estimate of cost:

Liaison	913	500
Field	901	15,000
Plans	905	1,000
Bridge	906	10,000
R/W	909	500
Utility	914	500
Hydraulics	918	1,000
Specifications	921	1,000
Found. Expl.	926	3,000
Historical Sites	975	1,000

RS-B510(1)
1-31-78

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $33,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

Regional Federal Aid [redacted] Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Perkins
Location Engineer

Approved:

E. D. Hunter
Deputy Assistant State Highway Engineer

SP*10789-734

H V M B

1979 S.E. 132nd Ave.-S.E. 142nd 90'
Ave. Sec. of Sunnyside Road. South
of Happy Valley. (Grade & pave)

C+a 6432 3-2-78 ,1-8-79

9072

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER **136865**

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
4/28/83		CA 1475

CODE: CLACKCY

- CLACKAMAS COUNTY
- 902 ABERNETHY ROAD
- OREGON CITY OR 97045

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	325	00			8,978.23
303-1012	296	00	000		1,090.41
203-2524	296	00	000		6,964.07
303-1012	297	00	000		(1,090.41)
203-2524	297	00	000		(6,964.07)

DESCRIPTION	TOTAL PRICE
FINAL BILLING: SE 132ND -SE 142ND AVE SECTION-(SUNNYSIDE RD) M9718(2), M9718(3), M-1X9718(4).	
TOTAL COSTS PER ITEMIZED STATEMENT ATTACHED	319,731.11
LESS: FEDERAL FUNDS	(267,944.36)
LESS: STATE FUNDS	(25,008.52)
COUNTY SHARE	26,778.23
LESS: COUNTY ADVANCE DEPOSIT	(17,800.00)
	8,978.23

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____

APR 29 1983

MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

FINAL

110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

KEN HUSBY PH378-6514 FOR CORRECTNESS OF CHARGES

OR JANE HENSLEY PH: 378-5035 PREPARER OF INVOICE

734-1159 (7-81)

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

9072

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER: 136865

DATE	PURCHASE ORDER NUMBER	☐ PARTIAL ☒ FINAL	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
4/22/83				CA 1475

BILL TO:

CODE: CLACKCY

Clackamas County
902 Abernethy Road
Oregon City OR 97045

CREDIT DISTRIBUTION

325.00	8,978.23
303-1012-296	1,090.41
203-2524-296	6,964.07
303-1012-297	⟨1,090.41⟩
203-2524-297	⟨6,964.07⟩

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Billing: SE 132nd - SE 142nd Ave Section - (Sunnyside Rd.) M 9718(2), M 9718(3), M-1X9718(4)	
Total costs per itemized statement attached	319,731.11
Less Federal Funds	⟨267,944.36⟩
Less State Funds	⟨25,008.52⟩
County Share	26,778.23
Less County Advance Deposit	⟨17,800.00⟩
110.00	

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Ken Nusby PH: 378-6514 FOR CORRECTNESS OF CHARGES
OR Jane Henley PH: 378-5035 PREPARER OF INVOICE

Inv. 1899
CLACKAC Inv. 2321

Advance Deposit Amount	$17,800.00	AMOUNT DUE	$ 8,978.23
Advance Deposit Previously Transferred to Highway Fund	$15,750.00	SUBMITTED BY	J. Henley
Balance	$ 2,050.00		
Inv 1899	850.00	APPROVED BY	
Transfer to Highway Fund Inv 2321	$ 1,200.00		
Refund Due	$ —0—		

734-1191 (9-81)

9072

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 4/21/83

COUNTY: CLACKAMAS AGREEMENT NO: 6432 PROJECT NO: IX-9718(4) M-9718(2)(3)

CONTRACT NO: 9072 SECTION: SE 132nd Ave.-SE 142nd Ave. Section Sunnyside Road

PRELIMINARY ENGINEERING PROJECT M-9718(2)

	PARTICIPATING	NON-PARTC.
Resident Engineer	$14,247.64	$ 29.03
Work by County (Reimb. @ 100%)	788.68	
Final Design	4,489.96	
R/W Descriptions	1,717.08	
Soils & Geology	798.40	
Traffic	136.96	
R/W Liaison	474.44	
Utility Liaison	113.40	(1.85)
Audit	267.45	0.24
Project Management	218.70	
Specifications	1,134.66	
Administrative Services Engineering	20.80	
Environmental	122.90	
Employee Training	65.18	
Totals for P.E.	$24,596.25	$ 27.42
Less Federal Funds (85.8%)	21,103.58	
Balance	$ 3,492.67	$ 27.42
Less State Match (50% of Partic.)	1,746.34	
County Share	$ 1,746.33	$ 27.42

Total County Share of P.E.	$1,773.75
Less County P.E. Advance Deposit (3-17-78)	850.00
Balance Due from County for P.E.	$ 923.75

RIGHT OF WAY PROJECT M-9718(3)

	PARTICIPATING	NON-PARTC.
Net Cost of Land Purchased	$27,670.00	$
Bldg. & Equipment on Land Purchased	39,890.00	
Est. Value Trees & Shrubs, Walks, Etc.	200.00	
Appraisals	3,826.12	
Misc. R/W Expense	53.81	
Title Costs & Recording Fees	458.52	
Taxes	358.81	0.41
Negotiation Expense	1,339.43	
Relocation Computation	545.19	
Sale of Buildings	(1,005.00)	
Legal	9,715.87	6,768.00
Property Management	2.77	
Relocation Moving Expense	500.00	
Audit	37.77	

Project Management	132.97		
R/W Engineering	588.71		
Totals for R/W	$84,314.97		$6,768.41
Less Federal Funds (88.15%)	74,323.65		
Balance	$ 9,991.32		$6,768.41
Less State Match (50% of Partic.)	4,995.66		
County Share	$ 4,995.66		$6,768.41
Total County Share of R/W		$11,764.07	
Less County R/W Advance Deposit (4-6-79)		4,800.00	
Balance Due from County for R/W		$ 6,964.07	

CONSTRUCTION PROJECT IX-9718(4)

	PARTICIPATING	NON-PARTC.
Payment to Contractor	$174,894.19	$ 355.11
Interest on Final Payment		225.02
Seeding & Mulching by County (Reimb. @ 100%)	228.72	
Guardrail by County (Reimb. @ 100%)	8,238.18	
Permanent Pavement Striping by State	300.90	
Construction Engineering (Resident Engr.)	18,498.21	29.29
Constr. Engr. by County (Reimb. @ 100%)		453.31
Audit	269.26	
Project Management Section	142.53	
Materials Testing Laboratory	16.83	
Technical Services Branch	140.00	
Construction Branch	161.20	
Other Construction Engineering	54.75	
EEO Monitoring Expense	16.56	
Totals for Construction	$202,961.33	$1,062.73
Less FAU Replacement Funds (85.00%)	172,517.13	
Balance	$ 30,444.20	$1,062.73
Less State Funds (9%)	18,266.52	
County Share	$ 12,177.68	$1,062.73
Total County Share of Construction		$13,240.41
Less County Advance Deposit (1-7-80)		12,150.00
Balance Due from County for Constr.		$ 1,090.41

(Co. Traffic Section to inspect project. FAWA said state inspection adequate, so Co. work non-part)

SUMMARY:

Total Project Cost	$319,731.11
FAU Funds	(95,427.23)
FAU Replacement Funds	(172,517.13)
State Funds	(25,008.52)
County Share	$ 26,778.23
County Advance Deposits	(17,800.00)
BALANCE DUE FROM COUNTY	$ 8,978.23

9072 (MEMORANDUM) 203-2524

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-3-82

STATE VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

ADDRESS Treasurer of the State of Oregon

Capitol Bldg.

(For use of Paying Office)

STATE Salem, OR 97310

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD Oregon — FROM

☐ OTHER PROGRESS

TO 3/19/79

☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. M-9718(3)

(*) *Use Form FHWA-1447 for Final [illegible] project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$31,009.38	$84,314.87	88.185	$74,323.65	$74,323.65	$ 0.00

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

Oregon 11/3/82 Controller

$ 0.00

FORM FR-20A (Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. 132nd Ave.-S.E. 142nd Ave. **Clackamas County**					
	Type Code R.O.W.					
	Right of Way (Sta. 50+00 To 71+00)					
	Right of Way	All Required			$67,760.00	
	Less Sale of Bldgs.	All Required			(1,005.00)	
	Total Right of Way Costs				$66,755.00	
	Acquisition Expense					
	State	All Required			$17,059.97	
	Relocation Assistance					
	Moving Costs 1 Family	All Required			500.00	
	Total Participating Costs				$84,314.97	
	Nonparticipating Items					
	Acquisition Expense	All Required			6,768.41	
	Total Cost				$91,083.38	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/20/82.					

AMOUNT CARRIED FORWARD . . . .

	134	2534	414	00	P	5		30.88	4,016.26
	134	2534	426	00	P	5			14.66
	134	2534	428	00	P	5			20.18
	134	2534	430	00	P	5			393.61
	134	2534	920	00	P	1		17.33	17.33
	134	2534	930	00	P	1		36.60	36.60
	134	2534	930	00	P	5		116.26	2,070.17
			TOT		P	1		305.03CR	
			TOT		P	5	99.23	3,271.91	258,028.97
			TOT		P	6		68.00	68.00
			TOT		N	5		.03	415.55
			** JOB TOTALS **				99.23 **	3,034.91 **	258,512.52 **

SE 132-SE 142 AVE-SUNNYSIDERD CONT NO			* FA PROJ NOS M			9718003 100				STATE
	203	2524	296	00	N	9	42.16CR	74,323.65CR	74,323.65CR	
	203	2524	298	00	N	9	42.16	74,323.65	74,323.65	
	203	2524	401	00	P	1			27,670.00	
	203	2524	403	00	P	1			39,890.00	

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	203 2524	404	00	P	1			200.00
	203 2524	407	00	P	1			3,826.12
	203 2524	409	00	P	1			53.81
	203 2524	412	00	P	1			458.52
	203 2524	413	00	P	1			358.81
	203 2524	413	00	N	1			.41
	203 2524	414	00	P	1			1,339.43
	203 2524	415	00	P	1			545.19
	203 2524	420	00	P	1			1,006.00CR
	203 2524	426	00	P	1			9,715.87
	203 2524	426	00	N	1			6,764.00
	203 2524	428	00	P	1			[illegible]
	203 2524	712	00	P	1			500.80
	203 2524	915	00	[illegible]	1			[illegible]
	203 2524	920	00	P	1			172.97
	203 2524	930	00	P	1			688.71
		TOT		P	1			84,314.97
		TOT		N	1			6,768.41
		** JOB TOTALS **				**	**	91,083.38 **

CLARK HWY GLADSTONE	CONT NO		FA PROJ NOS X10			9669007 100 X1		9669007		STATE
	203	2533	296	00	N	9	1.16CR	4,312.01CR	6,411.74CR	
	203	2533	297	00	N	9	1.16	861.36	861.36	
	203	2533	298	00	N	9		1,450.28	1,450.28	
	203	2533	404	00	P	1		1,733.00	1,733.00	
	203	2533	903	00	P	1			2.00	
	203	2533	915	00	P	1			2.00	
	203	2533	920	00	P	1			16.00	

		134	2534	426	00	P 5				20.18
		134	2534	428	00	P 5				393.61
		134	2534	430	00	P 5				17.33
		134	2534	920	00	P 5		17.33		36.60
		134	2534	930	00	P 1		36.60		2,070.17
		134	2534	930	00	P 5		116.26		
				TOT		P1		305.03CR		258,028.97
				TOT		P5	99.23	3,271.91		68.00
				TOT		P6		68.00		415.55
				TOT		N5		.03		
				** JOB TOTALS **			99.23 **	3,034.91 **		258,512.52 **
SE 132-SE 142 AVE-SUNNYSIDERD CONT NO			* FA PROJ NOS M		9718003 100					STATE
		203	2524	296	00	N 9	42.16CR	74,323.65CR		74,323.65CR
		203	2524	298	00	N 9	42.16	74,323.65		74,323.65
		203	2524	401	00	P 1				27,670.00
		203	2524	403	00	P 1				39,890.00

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — NOVEMBER 1982 — PAGE 1001

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	203	2524	404	00	P 1			200.00
	203	2524	407	00	P 1			3,826.72
	203	2524	409	00	P 1			53.81
	203	2524	412	00	P 1			458.52
	203	2524	413	00	P 1			358.81
	203	2524	413	00	N 1			.41
	203	2524	414	00	P 1			1,339.43
	203	2524	415	00	P 1			545.19
	203	2524	420	00	P 1			1,005.00CR
	203	2524	426	00	P 1			9,715.87
	203	2524	426	00	N 1			6,762.00
	203	2524	428	00	P 1			2.37
	203	2524	712	00	P 1			500.00
	203	2524	915	00	P 1			37.37
	203	2524	920	00	P 1			132.97
	203	2524	930	00	P 1			588.21
			TOT		P1			84,314.97
			TOT		N1			6,762.41
			** JOB TOTALS **				**	91,083.38 **
CLARK HWY GLADSTONE	CONT NO		FA PROJ NOS X10		9669007 100 X1	9669007		STATE
	203	2533	296	00	N 9	1.16CR	4,312.01CR	6,411.74CR
	203	2533	297	00	N 9	1.16	961.70	961.70
	203	2533	224	00	N 9		3,350.26	5,448.96
	203	2533	401	00	P 1		3,733.80	6,411.74
	203	2533	403	00	P 1			2,677.94
	203	2533	913	00	P 1			1.16
	203	2533	920	00	P 1			1.16
	203	2533	930	00	P 1		22.14	244.41

PREFIX	GRP FI	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND COD	AMOUNT OF THIS VOUCHER
134-2528	1	HES -9234-006 APPR-141	33,300.00	19,181.31	19,114.08	90.00	17,202.67	17,202.67		
134-2531	1	BRM -9234-007 APPR-118	6,080.00	553.22	535.49	80.00	428.39	428.39		
134-2532	1	X10 -9091-009 APPR-772	7,762.00	305.00	305.00	85.00	259.25	259.25		
134-2534	1#	X10 -0079-004 APPR-772				85.00				
	5	X10 -0079-004 APPR-772	233,750.00	258,444.52	258,028.97	85.00	219,324.62	219,324.62		
	6	X10 -0079-004 APPR-580		68.00	68.00	85.00	57.80		57.80 A	
134-2534		PREFIX TOTALS	233,750.00	258,512.52	258,096.97		219,382.42	219,324.62	57.80	
203-2524	1*	M -9718-003 APPR-W36	74,323.65	91,083.38	84,314.97	88.15	74,323.65	74,323.65		
203-2533	1	X10 -9659-007 APPR-772	8,500.00	6,571.58	6,571.58	85.00	5,585.84	5,585.84		
	2	XI -9659-007 APPR-823	7,820.00			85.00				
203-2533		PREFIX TOTALS	16,320.00	6,571.58	6,571.58		5,585.84	5,585.84		
203-2535	1	SOS -0300-008 APPR-680	8,575.00	10,256.26	10,256.26	85.77	8,796.79	8,575.00	221.79 B	
203-2536	1	X10 -9718-005 APPR-772	148,750.00	98,360.52	98,358.74	85.00	83,604.93	83,604.93		
207-2504	1#	OS -0700-001 APPR-627	7,116.58	13,381.52	8,294.38	85.80	7,116.58	7,116.58		
224-2520	1#	OS -2400-001 APPR-627	2,082.04	2,426.62	2,426.62	85.80	2,082.04	2,082.04		
224-2522	1#	M -1830-003 APPR-W32	120,371.66	142,014.03	142,014.03	88.18	125,227.97	120,371.66	4,856.31 B	
224-2523	1	M -1705-006 APPR-W32	846,240.00	915,326.55	916,347.54	88.15	807,760.36	807,759.25		1.11
224-2526	1	RS -A590-002 APPR-075	30,852.00	31,397.00	31,397.00	88.15	27,676.46	27,676.46		
225-2505	1#	SOS -2500-002 APPR-680	101.05	107.77	117.77	85.80	101.05	101.05		
230-2513	1	SOS -3000-002 APPR-680	3,001.00	4,880.76	4,880.76	85.77	4,186.23	3,001.00	1,185.23 B	
234-2527	1	BROS-3400-007 APPR-117	4,000.00	1,351.65	1,351.65	80.00	1,081.32	1,081.32		
234-2529	1	XI -9282-003 APPR-823	199,750.00	238,145.64	236,141.79	85.00	200,720.52	199,750.00	970.52 B	
	2	X10 -9282-003 APPR-772	131,750.00	150,942.91	150,942.91	85.00	128,301.47	128,301.47		
234-2529		PREFIX TOTALS	331,500.00	389,088.55	387,084.70		329,021.99	328,051.47	970.52	
234-2537	1	X10 -9326-009 APPR-772	255,000.00	92,354.33	92,036.09	85.00	78,230.68	78,230.68		
236-2515	1	RRO -0005-037 APPR-685	12,654.00	10,882.74	10,882.08	90.00	9,793.87	9,793.87		

9072

rn

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-9718(3)

2. STATE PROJECT NO. See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80149

2A. COUNTY NAME: Clackamas

6. TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/19/82

8. FEDERAL ROUTE NUMBER: FAU 9718

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

S. E. 132nd Avenue - S. E. 142nd Avenue Section (Sunnyside Road)

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change See below

13. REMARKS

As requested in Mr. Swan's letter of 8/16/82, I approve the revised right-of-way costs to a TEC of $84,540, FF $74,400.
(Increase TEC $33,410, FF $29,400)

RECEIVED
STATE HWY ENGR
AUG 20 '82

Orig to R'20 Mod 1110

REFER TO
FOR
Info | Invcs | R/D | D/R | Sign | Act | File

14. DATE: 8/19/82

15. SIGNATURE OF APPROVING OFFICIAL: G K Hansen

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9072

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

PRO 6-2

Date: August 16, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project No. M-9718(3)
S.E. 132nd Ave.-S.E. 142nd Ave. Section
Right-of-Way
Clackamas County

I request obligation for the balance of Federal funds as programmed on the subject project as well as a program change to increase the estimated total cost and Federal funds to reflect final costs.

Our letter of March 7, 1979 requested only a partial obligation due to MSD (Crag) approval of funding. The Metropolitan Service District approved the additional funding required by Administrative adjustments on July 27, 1982.

Approval of our above request will result in financing as follows:

	Total Cost	Federal Funds
Present Partial Obligation	$51,130.00	$45,000.00
Balance	28,870.00	25,400.00
Additional	4,540.00	4,000.00
Total	$84,540.00	$74,400.00

CL:bkc

cc: E. Mershon
G. Zehner
General Files

Form 734-3122

9072

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

DATE: May 11, 1982

TO: Al Harwood
Region Operations Engineer

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: Sunnyside Road (S.E. 132nd Avenue - S.E. 142nd Avenue)
Clackamas County (Project #IX-9718(4))
Safety/Liability Problems

Attached is a memo to Jack Sollis from an investigator for the Attorney General's office which describes a problem for which we may have some design liability.

You should discuss the problem with Clackamas County and recommend a solution to them which would correct a design deficiency.

Your efforts should be documented for the record in the event they are ever needed.

WES:st

cc: H. S. Coulter
Jack Sollis
E. L. Hardt

STATE OF OREGON

INTEROFFICE MEMO

TO: Jack Sollis, Chief Counsel
Transportation Legal Section

DATE: May 10, 1982

FROM: Paul Rosa, Investigator PAR
Trial Division

SUBJECT: Sunnyside Road (S.E. 132nd Avenue - S.E. 142nd Avenue)
Clackamas County (Project #IX-9718(4))
Safety/Liability problems

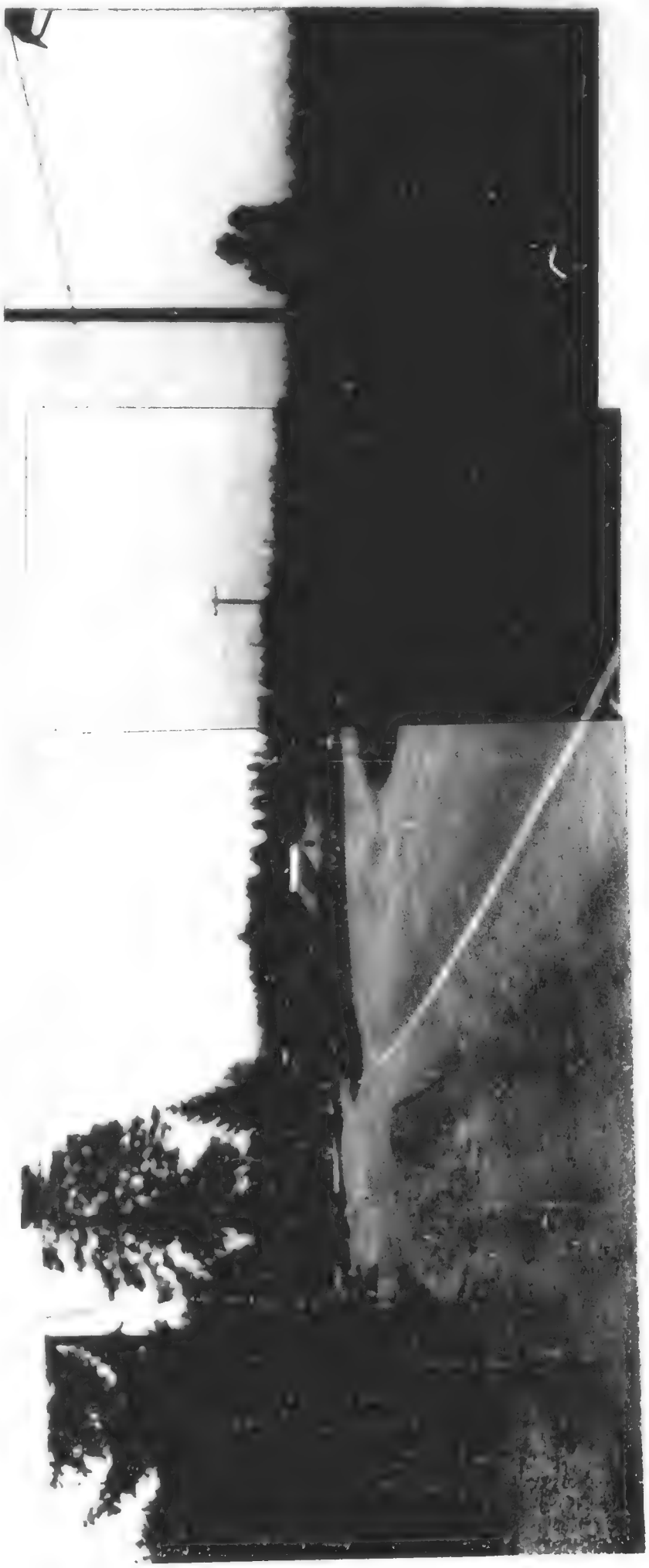
On May 6, 1982, I was photographing an accident scene on Sunnyside Road in Clackamas County in the vicinity of S.E. 140th Avenue. This section of road was changed since the accident I was investigating occurred. The change consisted of replacing a set of 90° turns with a slalom curve segment. An area reference map is attached with the changed section highlighted in yellow.

I am also transmitting some photographs I took showing a break of ten to twenty feet between the new and old pavement, with a vertical drop of about two feet. You can see tire marks in the photo showing where vehicles have gone through this drop-off. This area represents a definite hazard and is in need of protective barricades.

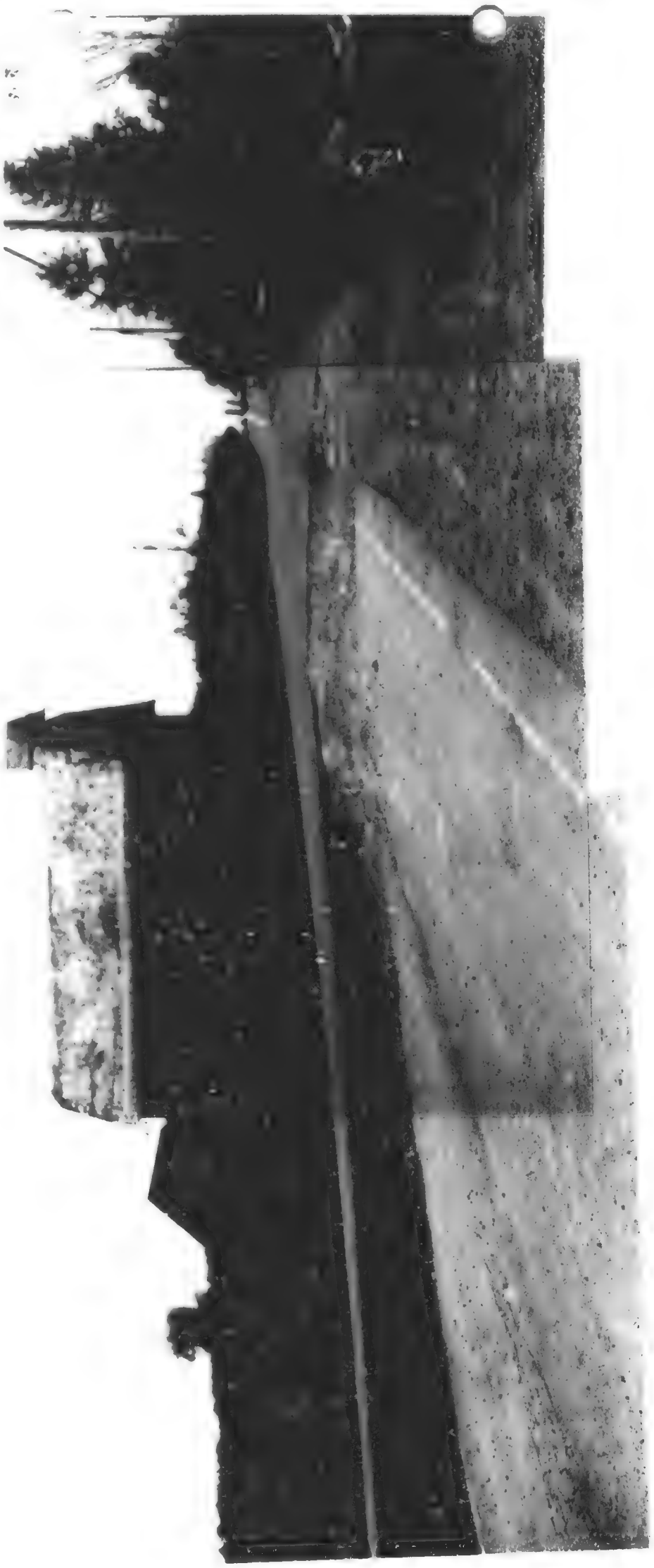
I checked with Clackamas County to determine if they owned the road and to obtain project plans so that I could prepare trial exhibits. While doing so, I found that Clackamas County owned the road but that DOT had acted as their engineer in designing the project plans under project IX-9718(4). The absence of appropriate protection at this location could be deemed to be a design defect for which DOT might be liable should an accident occur. I thought I would call this matter to your attention so that you could initiate consultations with Clackamas County to correct a potential hazard.

jea
cc: John McCulloch
Jack McLean

Contains Recycled Materials



DOJ PHOTO
#1



DOJ PHOTO
#2

DOJ PHOTO
#3

9072

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-10-82

STATE VOUCHER NO. 303-1012

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 11/20/79 — TO 7/2/81

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. IR-9718(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$204,024.86	$202,961.33	85.00%	$172,517.13	$172,517.13	$ 0.00

RECEIVED DIVISION OFFICE

BY Oregon DATE

DIVISION OFFICE REVIEW MADE

BY DATE 3/10/82

PASSED FOR PAYMENT

BY K.E. Skoog, Controller DATE

REMARKS

CONST

$ 0.00

FORM FR-20A (Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. 132nd Ave.-S.E. 142nd Ave. Section FAU 9718 (Sunnyside Road) Clackamas County					
	Construction					
	Type Code 6203					
	Roadway (Sta. 58+50 To Sta. 70+00)					
	Contract Payment Summary	Lump Sum			$174,894.19	
SFO	#3 Fertilizer, seed and mulch roadbed sloped (Clackamas Co.)	All Required			228.72	
SFO	#4 Install guardrail (Clackamas Co.)	All Required			8,238.18	
SFO	#1 Permanent Striping (State)	All Required			300.90	
	Total Participating Construction				$183,661.99	
	Construction Engineering					
	State	All Required			$ 19,013.52	
	Misc. Project Cost					
	Audit Expense	All Required			269.26	
	EEO Monitoring Expense	All Required			16.56	
	Total Misc. Project Cost				$	
	Nonparticipating Cost					
	Final Contract Payment Summary	Lump Sum			355.11	
	Interest on Final Payment	All Required			225.02	
SBO	#2 Clackamas County inspect project	All Required			453.31	
	Construction Engineering (State)	All Required			29.29	
	Total Nonparticipating Cost				$ 1,062.73	
	Total Project Cost				$204,024.06	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/11/82.					

AMOUNT CARRIED FORWARD . . . . .

		303	1009	948	00	N	1			39.59		39.59	81 82
		303	1009	950	00	P	1					79.14	80 80
		303	1009	960	00	N	1					96.12	80 80
		303	1009	985	00	P	1					119.15	79 80
				TOT	P1					912.97CR		462,910.93	
				TOT	N1					952.56		2,526.73	
				** JOB TOTALS **					**	39.59	**	465,437.66	**
SE 132ND-SE 142ND-SNYSDE RD	CONT NO	9072	% FA	PROJ NOS	XI	718004	100						STATE
		303	1012	201	00	P	1					174,894.19	80 81
		303	1012	201	00	N	1					355.11	80 80
		303	1012	205	04	P	1			892.02			81 81
		303	1012	206	00	N	1					225.02	81 81
		303	1012	220	03	P	1					228.72	81 81
		303	1012	260	04	P	1					8,238.18	81 81
		303	1012	270	01	P	1			300.90		300.90	82 82
		303	1012	270	02	P	1			244.05CR			80 82
		303	1012	270	02	N	1			56.85CR			81 82
		303	1012	296	00	N	9	10,400.00		7,718.90		184,667.13CR	80 82
		303	1012	297	00	N	9					22,550.00	80 81
		303	1012	298	00	N	9			2,681.10		172,517.13	80 82
		303	1012	299	00	N	9	10,400.00CR		10,400.00CR		10,400.00CR	82 82

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE		GRAND TOTAL TO DATE		ACTIVE BEG	YRS END
	303	1012	900	00	P	1			18,498.21		80	81
	303	1012	900	00	N	1			29.29		80	80
	303	1012	900	02	N	1	453.31		453.31		82	82
	303	1012	903	00	P	1	453.31CR				80	82
	303	1012	915	00	P	1	269.26		269.26		81	82
	303	1012	920	00	P	1			142.53		80	81
	303	1012	940	00	P	1			16.83		81	81
	303	1012	944	00	P	1			140.00		81	81
	303	1012	945	00	P	1	12.93		161.20		81	81
	303	1012	948	00	P	1	13.88		42.23		81	82
	303	1012	948	03	P	1			12.52		81	81
	303	1012	985	00	P	1			16.56		80	81
			TOT	P1			791.63		202,961.33			
			TOT	N1			396.46		1,062.73			
			** JOB TOTALS **			**	1,188.09	**	204,024.06	**		
GLADST PVMT MRK PJ	CONT NO		FA	PROJ NOS	PMS	005105	100					STATE
	303	1025	296	00	N	9			264.53CR		82	82
	303	1025	298	00	N	9	264.53		264.53		82	82
	303	1025	900	00	P	1	4.79		4.79		81	81
	303	1025	900	02	P	1	241.59		241.59		81	82
	303	1025	900	02	N	1	26.64		26.64		81	81

	303	1009	950	00	P	1				79.44		80	80
	303	1009	960	00	N	1				96.12		80	80
	303	1009	985	00	P	1				119.15		79	80
			TOT	P1					912.97CR	462,910.93			
			TOT	N1					952.56	2,526.73			
			** JOB TOTALS **					**	39.59	** 465,437.66	**		

SE 132ND-SE 142ND-SNYSDE RD CONT NO 9072 X FA PROJ NOS X1 718004 100 STATE

303	1012	201	00	P	1				174,894.19	80	81
303	1012	201	00	N	1				355.11	80	80
303	1012	205	94	P	1		892.02			81	81
303	1012	206	00	N	1				225.02	81	81
303	1012	220	03	P	1				228.72	81	81
303	1012	260	04	P	1				8,238.18	81	81
303	1012	270	01	P	1		300.90		300.90	82	82
303	1012	270	02	P	1		244.05CR			80	82
303	1012	270	02	N	1		56.85CR			81	82
303	1012	296	00	N	9	10,400.00	7,718.90		184,667.13CR	80	82
303	1012	297	00	N	9				22,550.00	80	81
303	1012	298	00	N	9		2,681.10		172,517.13	80	82
303	1012	299	00	N	9	10,400.00CR	10,400.00CR		10,400.00CR	82	82

TOTAL TO DATE JOB COST SUMMARY APRIL 1982 PAGE 178

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	303	1012	900	00	P	1			18,498.21	80	81
	303	1012	900	00	N	1			29.29	80	80
	303	1012	900	02	N	1		453.31	453.31	82	82
	303	1012	903	00	P	1		453.31CR		80	82
	303	1012	915	00	P	1		269.26	269.26	81	82
	303	1012	920	00	P	1			142.53	80	81
	303	1012	940	00	P	1			16.83	81	81
	303	1012	944	00	P	1			140.00	81	81
	303	1012	945	00	P	1		12.93	161.20	81	81
	303	1012	948	00	P	1		13.88	42.23	81	82
	303	1012	948	03	P	1			12.52	81	81
	303	1012	985	00	P	1			16.56	80	81
			TOT	P1				791.63	202,961.33		
			TOT	N1				396.46	1,062.73		
			** JOB TOTALS **				**	1,188.09	** 204,024.06	**	

GLADST PVMT MRK PJ CONT NO FA PROJ NOS PMS 005105 100 STATE

303	1025	296	00	N	9		264.53CR		264.53CR	82	82
303	1025	298	00	N	9		264.53		264.53	82	82
303	1025	900	00	P	1		4.79		4.79	81	81
303	1025	900	02	P	1		241.59		241.59	81	82
303	1025	900	02	N	1		26.64		26.64	81	81

FHWA BILLING VOUCHER

PREFIX	GRP FI	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
302-1005	1 M	-2110-004 APPR-W32	756,088.00	20,483.43	20,159.31	88.18	17,776.48	10,233.10		7,543.38
	8 M	-2110-004 APPR-W32	75,000.00	786.53	778.11	88.18	686.14			686.14
	9			4,074.24		88.18				
302-1005	PREFIX TOTALS		831,088.00	25,344.20	20,937.42		18,462.62	10,233.10		8,229.52
302-1096	1 PMS	-000S-090 APPR-140	1,567.00	301.88	301.88	100.00	301.88	301.88		
302-1097	1 PMS	-000S-093 APPR-140	500.00			100.00				
303-1002	1# M	-9671-001 APPR-W36	1069,993.82	1261,991.30	1247,079.05	85.80	1069,993.82	1069,993.82		
	88 M	-9671-001 APPR-W36	15,205.27	17,721.76	17,721.76	85.80	15,205.27	15,205.27		
	9									
303-1002	PREFIX TOTALS		1085,199.09	1279,713.06	1264,800.81	100.00	1085,199.09	1085,199.09		
303-1005	1 PMS	-000S-083 APPR-140	2,000.00	1,762.51	1,761.75		1,761.75	1,761.75		
303-1009	1# XI	-9653-003 APPR-823	393,474.29	465,437.66	462,910.93	85.00	393,474.29	393,474.29		
303-1012	1# XI	-9718-004 APPR-823	172,517.13	204,024.06	202,961.33	85.00	172,517.13	172,517.13		
303-1025	1 PMS	-000S-105 APPR-140	34,217.00	291.17	264.53	100.00	264.53	264.53		
303-1027	1 RRS	-9714-004 APPR-138	65,157.00	60,503.17	60,281.62	90.00	54,253.46	35,043.99		19,209.47
303-1030	1 RRS	-9521-001 APPR-138	63,162.00	42,275.42	42,275.42	90.00	38,047.88	38,041.40		6.48
303-1031	1 X10	-9665-010 APPR-772	151,435.00	52,096.38	49,137.60	85.00	41,766.96	10,997.17		30,769.79
	2 XI	-9665-006 APPR-823	12,136.00	4,189.37	4,187.09	85.00	3,559.03	727.00		2,832.03
	8 X10	-9665-010 APPR-772	8,000.00	2,780.30	2,778.40	85.00	2,361.64	605.87		1,755.77
303-1031	PREFIX TOTALS		171,571.00	59,066.05	56,103.09		47,687.63	12,330.04		35,357.59
303-1035	1 X10	-9714-006 APPR-772	160,750.00	47,104.73	47,085.79	85.00	40,022.92	10,938.66		29,084.26
	8 X10	-9714-006 APPR-772	5,000.00	510.60	510.01	85.00	433.51	143.78		289.73
303-1035	PREFIX TOTALS		165,750.00	47,615.33	47,595.80		40,456.43	11,082.44		29,373.99
303-1038	1 RRP	-9700-001 APPR-139	65,394.00	29,276.57	29,276.57	90.00	26,348.91	26,348.91		
303-1039	1 RRP	-000S-021 APPR-139	73,048.00			90.00				
303-1043	1 SRS	-000S-007 APPR-148	49,230.00	44,212.61	44,047.44	90.00	39,642.70	39,642.70		

STATE COPY

9072

cy: State (H S Coulter)

7-2-81

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Clackamas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
6-30-81	W. C. Farr, FHWA Trainee	IX-9718(4)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
9-5-80	12-12-80	100 %	150 C.D.

APPROVED EXTENSIONS	LOCATION
0	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE. 132nd AVENUE-SE. 142nd AVENUE
SUNNYSIDE ROAD
Grading and Paving

This project provided for the elimination of two 90 degree curves. The work consisted of grading, drainage, and high-type pavement on an eleven hundred fifty foot section of Sunnyside Road in Clackamas County. All work is acceptable.

RECEIVED
STATE HWY ENGR
JUL 6'81
REFER TO
Keasey
FOR
Info | Invest | R/D | D/E | Sign | Act | File

cy 7/6

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by I. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 7/02/81	TITLE Field Operations Engineer	DATE 7/02/81

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9072

1-14-81

File L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Willamette Western Corp. No. 9072	SE 132nd Ave.-SE 142nd Ave. Clackamas County	December 12, 1980
Ray Wells, Inc. No. 9169	Yachats (7th St.) Lincoln County	December 12, 1980
Hensel Phelps Construction Co. No. 8519	S. Banfield Intchge.(NE Halsey St. U'Xing & Banfield Freeway O'Xing.) Multnomah County	December 16, 1980
Hamilton Electric Inc. No. 9068	SE Powell Blvd. @ SE 122nd Ave. Multnomah County	December 16, 1980
Wildish Corvallis Const. Co. No. 9113	Court Way W.-Jackson St. W. (Monmouth) Polk County	December 22, 1980
Clarke Electric Co. No. 8851	S. 3rd St.@ Wilson Ave. (Bend) Deschutes County	December 24, 1980
Western Construction Co. No. 9141	Jordan Valley-Idaho State Line Malheur County	December 30, 1980
Stach Construction Co. No. 9134	Hart Lake Bridges Lake County	December 30, 1980
Douglas S. Coats, Inc. No. 9135	Greenwood St.-Alamo St.(Enterprise) Wallowa County	January 9, 1981
Cascade Const. Co., Inc. No. 8992	SE Crystal Springs Blvd.-SE Glenwood St. Multnomah County	January 13, 1981

January 14, 1981

C. T. Keasey
Asst. State Highway Engineer

9072

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-29-80

STATE VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

PAID BY

ADDRESS
Capitol Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 2-10-78
TO 11-28-79

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-9718(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$24,081.08	$24,595.25	85.92%	$21,103.58	$21,103.58	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY 12/29/80 V.E. Sloss, Controller

PASSED FOR PAYMENT

REMARKS

PE

$ 0.00

FORM PR-20A
(Rev. 6-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. 132nd Ave.-S.E. 142nd Ave. Section County Rd.(Sunnyside Rd) in Clackamas County					
	Preliminary Engineering					
	Type Code 712.					
	Clackamas County	All Required			$ 788.68	
	State	All Required			23,540.12	
	Total Participating Preliminary Engineering				$24,328.80	
	Misc. Project Cost					
	Audit Expense	All Required			267.45	
	Total Participating Preliminary Engineering				$24,596.25	
	Nonparticipating Project Cost					
	Preliminary Engineering (State)	All Required			5.63	
	Total Project Cost				$24,601.88	
	Prepared based on Participating Costs as shown on Federal Billing as of 12/18/80.					

AMOUNT CARRIED FORWARD . . . .

GPO 944 892

	303	1009	960	00	N	1				119.15		79	80
	303	1009	985	00	P	1				462,910.93			
			TOT	P1						2,526.73			
			TOT	N1						465,437.66	**		
			** JOB TOTALS **					**	**				

												STATE	
ND-SNYSDE RD	CONT NO 9072 * FA PROJ NOS X1 9718004 100											80	81
	303	1012	201	00	P	1	Payment to Contractor			174,894.19 /		80	80
	303	1012	201	00	N	1	Payment to Contractor			355.11 /		81	81
	303	1012	206	00	N	1	Interest on Final Payment			225.02 /		81	81
	303	1012	220	03	P	1	Roadside Seeding & Mulching (Clackamas Co)			228.72 ✓	100%	81	81
	303	1012	260	04	P	1	Guardrail (Clackamas Co)			8,238.18 ✓	100%	81	81
	303	1012	270	01	P	1	Permanent Pvmt Striping (State)			300.90 /		82	82
	303	1012	296	00	N	9	Transfer of State Funds			184,667.13CR		80	82
	303	1012	297	00	N	9	Transfer of County Funds			22,550.00		80	81
	303	1012	298	00	N	9	Transfer of Fed Funds			172,517.13		80	82
	303	1012	299	00	N	9	Transfer of RR Funds			10,400.00CR		82	82
	303	1012	900	00	P	1	Construction Engineering			18,493.21 ✓		80	81
	303	1012	900	00	N	1	Construction Engineering			29.29 ✓		80	80
	303	1012	900	02	N	1	Construction Engineering (Co. Traffic Section Insp.)			453.31 ✓	100%	82	11-2082
	303	1012	915	00	P	1	Audit			269.26 ✓		81	82
	303	1012	920	00	P	1	Project Management			142.53 ✓		80	81
	303	1012	940	00	P	1	Salem Materials Testing Laboratory			16.83 ✓		81	81

Const Adv Deposit
1-7-80
$12,150

	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE		ACTIVE YRS BEG	ACTIVE YRS END
ON	303	1012	944	00	P	1	Technical Services Branch		140.00 ✓		81	81
	303	1012	945	00	P	1	Construction Branch		161.20 ✓		81	81
	303	1012	948	00	P	1	Other Construction Engineering		42.23	54.75	81	82
	303	1012	948	03	P	1	Other Construction Engineering		12.52		81	81
	303	1012	985	00	P	1	EEO Monitoring Expense		16.56		80	81
			TOT	P1					202,961.33			
			TOT	N1					1,062.73			
			** JOB TOTALS **					**	204,024.06	**		

	303	1009	960	00	N	1				119.15		79	80
	303	1009	985	00	P	1				462,910.93			
			TOT	P1						2,526.73			
			TOT	N1						465,437.66	**		
			** JOB TOTALS **					**	**				

STATE

ND-SNYSDE RD CONT NO 9072 * FA PROJ NOS XI 9718004 100

PREFIX		FUNCTION	SUB	F.	GR.					
303	1012	201	00	P	1	Payment to Contractor	174,894.19 /		80	81
303	1012	201	00	N	1	Payment to Contractor	355.11 /		80	80
303	1012	206	00	N	1	Interest on Final Payment	225.02 /		81	81
303	1012	220	03	P	1	Roadside Seeding & Mulching (Clackamas Co)	228.72 /	100%	81	81
303	1012	260	04	P	1	Guardrail (Clackamas Co)	8,238.18 /	100%	81	81
303	1012	270	01	P	1	Permanent Pvmt Striping (State)	300.90 /		82	82
303	1012	296	00	N	9	Transfer of State Funds	184,667.13CR		80	82
303	1012	297	00	N	9	Transfer of County Funds	22,550.00		80	81
303	1012	298	00	N	9	Transfer of Fed Funds	172,517.13		80	82
303	1012	299	00	N	9	Transfer of RR Funds	10,400.00CR		82	82
303	1012	900	00	P	1	Construction Engineering	18,493.21 ✓		80	81
303	1012	900	00	N	1	Construction Engineering	29.29 ✓		80	80
303	1012	900	02	N	1	Construction Engineering (Co. Traffic Section Insp.)	453.31 ✓	100%	82	82
303	1012	915	00	P	1	Audit	269.26 ✓		81	82
303	1012	920	00	P	1	Project Management	142.53 ✓		80	81
303	1012	940	00	P	1	Salem Materials Testing Laboratory	16.83 ✓		81	81

Const Adv Deposit
1-7-80
$12,150

ON	PREFIX		FUNCTION	SUB	F.	GR.	CURRENT MONTH	FISCAL YEAR TO DATE		GRAND TOTAL TO DATE		ACTIVE YRS BEG	ACTIVE YRS END
	303	1012	944	00	P	1	Technical Services Branch			140.00 ✓		81	81
	303	1012	945	00	P	1	Construction Branch			161.20 ✓		81	81
	303	1012	948	00	P	1	Other Construction Engineering			42.23	54.75	81	82
	303	1012	948	03	P	1	Other Construction Engineering			12.52		81	81
	303	1012	985	00	P	1	EEO Monitoring Expense			16.56		80	81
			TOT	P1						202,961.33			
			TOT	N1						1,062.73			
			** JOB TOTALS **					**	**	204,024.06	**		

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR		CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE	
	136 2518	412	00	P	1		10.48		10.48		10.48	
	136 2518	930	00	P	1		33.00		33.00		33.00	
		TOT	P1				1,047.34		1,047.34		1,047.34	
		** JOB TOTALS **					1,047.34	**	1,047.34	**	1,047.34	**
32-SE 142 AVE-SUNNYSIDERD CONT NO		* FA PROJ NOS M				9718003 100						
	203 2524	296	00	N	9	Transfer State Funds	74,323.65CR				74,323.65CR	
	203 2524	298	00	N	9	Transfer Fed Funds	74,323.65				74,323.65	
	203 2524	401	00	P	1	Net Cost of Land Purchased					27,670.00	
	203 2524	403	00	P	1	Bldg & Equipment on Land Purchased					39,890.00	
	203 2524	404	00	P	1	Est. Value Trees & Shrubs, Walks, Etc.					200.00	
	203 2524	407	00	P	1	Appraisals					3,826.12	
	203 2524	409	00	P	1	Miscellaneous					53.81	
	203 2524	412	00	P	1	Title Costs & Recording Fees					458.52	
	203 2524	413	00	P	1	Taxes					358.81	
	203 2524	413	00	N	1	Taxes					.41	
	203 2524	414	00	P	1	Negotiation Expense					1,339.43	
	203 2524	415	00	P	1	Relocation Computation					545.19	
	203 2524	420	00	P	1	Sale of Buildings					1,005.00CR	
	203 2524	426	00	P	1	Legal					9,715.87	
	203 2524	426	00	N	1	Legal					6,768.00	
	203 2524	428	00	P	1	Gen. Property Management					2.77	
	203 2524	712	00	P	1	Relocation Moving Expense					500.00	
	203 2524	915	00	P	1	Audits					37.77	
	203 2524	920	00	P	1	Project Management					132.97	
	203 2524	930	00	P	1	R/W Engineering					588.71	
		TOT	P1								84,314.97	
		TOT	N1								6,768.41	
		** JOB TOTALS **						**		**	91,083.38	**
HWY GLADSTONE	CONT NO	FA PROJ NOS X10				9659007 100	X1 9659007					
	203 2533	296	00	N	9		25.11CR		4,479.43CR		6,579.16CR	
	203 2533	297	00	N	9		25.11		986.87		986.87	
	203 2533	298	00	N	9				3,492.56		5,592.29	
	203 2533	903	00	P	1				3,893.74		6,020.83	
	203 2533	913	00	P	1						238.82	
	203 2533	920	00	P	1						16.53	
	203 2533	930	00	P	1				29.72		302.98	
		TOT	P1						3,923.46		6,579.16	
		** JOB TOTALS **						**	3,923.46	**	6,579.16	**
RN RD-362ND DR	CONT NO	FA PROJ NOS SOS				0300008 100						
	203 2535	296	00	N	9				221.79CR		8,796.79CR	
	203 2535	298	00	N	9				221.79		8,796.79	

R/W Deposit $4800 recd 4-6-79

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR		CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE	
	136 2518	412	00	P	1		10.48		10.48		10.48	
	136 2518	930	00	P	1		33.00		33.00		33.00	
		TOT	P1				1,047.34		1,047.34		1,047.34	
		** JOB TOTALS **					1,047.34	**	1,047.34	**	1,047.34	**
32-SE 142 AVE-SUNNYSIDERD CONT NO	* FA PROJ NOS M 9718003 100											
	203 2524	296	00	N	9	Transfer State Funds	74,323.65CR				74,323.65CR	
	203 2524	298	00	N	9	Transfer Fed Funds	74,323.65				74,323.65	
	203 2524	401	00	P	1	Net Cost of Land Purchased					27,670.00	
	203 2524	403	00	P	1	Bldg & Equipment on Land Purchased					39,890.00	
	203 2524	404	00	P	1	Est. Value Trees & Shrubs, Walks, Etc.					200.00	
	203 2524	407	00	P	1	Appraisals					3,826.12	
	203 2524	409	00	P	1	Miscellaneous					53.81	
	203 2524	412	00	P	1	Title Costs & Recording Fees					458.52	
	203 2524	413	00	P	1	Taxes					358.81	
	203 2524	413	00	N	1	Taxes					.41	
	203 2524	414	00	P	1	Negotiation Expense					1,339.43	
	203 2524	415	00	P	1	Relocation Computation					545.19	
	203 2524	420	00	P	1	Sale of Buildings					1,005.00CR	
	203 2524	426	00	P	1	Legal					9,715.87	
	203 2524	426	00	N	1	Legal					6,768.00	
	203 2524	428	00	P	1	Gen. Property Management					2.77	
	203 2524	712	00	P	1	Relocation Moving Expense					500.00	
	203 2524	915	00	P	1	Audits					37.77	
	203 2524	920	00	P	1	Project Management					132.97	
	203 2524	930	00	P	1	R/W Engineering					588.71	
		TOT	P1								84,314.97	
		TOT	N1								6,768.41	
		** JOB TOTALS **						**		**	91,083.38	**
HWY GLADSTONE CONT NO	FA PROJ NOS X10 9659007 100 X1 9659007											
	203 2533	296	00	N	9		25.11CR		4,479.43CR		6,579.16CR	
	203 2533	297	00	N	9		25.11		986.87		986.87	
	203 2533	298	00	N	9				3,492.56		5,592.29	
	203 2533	903	00	P	1				3,893.74		6,020.83	
	203 2533	913	00	P	1						238.82	
	203 2533	920	00	P	1						16.53	
	203 2533	930	00	P	1				29.72		302.98	
		TOT	P1						3,923.46		6,579.16	
		** JOB TOTALS **						**	3,923.46	**	6,579.16	**
N RD-362ND DR CONT NO	FA PROJ NOS SOS 0300008 100											
	203 2535	296	00	N	9				221.79CR		8,796.79CR	
	203 2535	298	00	N	9				221.79		8,796.79	

R/W Deposit $ 4800
recd 4-6-79

JOB COST SUMMARY

JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	303	1904	911	00 P 1	124.83	1,534.58	1,628.60
	303	1904	911	00 N 1		225.06	225.06
	303	1904	913	00 P 1	.31	975.38	2,009.62
	303	1904	914	00 P 1	13.40	477.35	862.25
	303	1904	916	00 P 1		50.00	50.00
	303	1904	918	00 P 1		12.00	12.00
	303	1904	920	00 P 1			11.88
	303	1904	923	00 P 1	3,039.50	18,224.19	18,735.19
	303	1904	923	00 N 1		202.64	202.64
			TOT	P1	3,703.69	34,961.11	76,178.57
			TOT	N1		612.04	1,303.99
			** JOB TOTALS **		3,703.69 **	35,573.15 **	77,482.56 **

									STATE
00164900000 63081	CONT NO		FA PROJ NOS M		718002 100				
	303	1905	296	00 N 9	Transfer State Funds		10,807.58CR	24,703.58CR	
	303	1905	297	00 N 9	Transfer County Funds			3,600.00	
	303	1905	298	00 N 9	Transfer Fed Funds		10,807.58	21,103.58	
	303	1905	901	00 P 1	Resident Engineer			14,247.64 ✓	
	303	1905	901	00 N 1	Resident Engineer		29.03	29.03 ✓	
	303	1905	903	00 P 1	Work by Local Government			788.68 ✓	100%
	303	1905	905	00 P 1	Final Design			4,489.96 ✓	
	303	1905	909	00 P 1	R/W Descriptions			1,717.08 ✓	
	303	1905	910	00 P 1	Soils & Geology			798.40 ✓	
	303	1905	911	00 P 1	Traffic			136.96 ✓	
	303	1905	913	00 P 1	R/W - liaison and relocation			474.44 ✓	
	303	1905	914	00 P 1	Utility Liaison		64.05CR	113.40 ✓	
	303	1905	914	00 N 1	Utility " 1.85CR		1.85CR	1.85CR ✓	
	303	1905	915	00 P 1	Audit		267.45	267.45 ✓	
	303	1905	915	00 N 1	Audit .24		.24	.24 ✓	
	303	1905	920	00 P 1	Project Management			218.70 ✓	
	303	1905	921	00 P 1	Specifications		240.00CR	1,134.66 ✓	
	303	1905	922	00 P 1	Administrative Services Engr.			20.80 ✓	
	303	1905	923	00 P 1	Environmental			122.90 ✓	
	303	1905	950	00 P 1	Employee Training			65.18	
			TOT	P1			36.60CR	24,596.25	
			TOT	N1		1.61CR	27.42	27.42	
			** JOB TOTALS **			1.61CR**	9.18CR**	24,623.67 **	

									STATE
HWY-33RD AVE	CONT NO		FA PROJ NOS X1		714003 100				
	303	1906	295	00 N 9				1,100.00	
	303	1906	296	00 N 9			1,900.67CR	12,405.00CR	
	303	1906	298	00 N 9			1,900.67	11,305.00	
	303	1906	901	00 P 1		141.32	306.83	10,700.07	
	303	1906	905	00 P 1		909.66	2,992.22	2,992.22	

JOB COST SUMMARY

JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	303	1904	911	00 P 1	124.83	1,534.58	1,628.60
	303	1904	911	00 N 1		225.06	225.06
	303	1904	913	00 P 1	.31	975.38	2,009.62
	303	1904	914	00 P 1	13.40	477.35	862.25
	303	1904	916	00 P 1		50.00	50.00
	303	1904	918	00 P 1		12.00	12.00
	303	1904	920	00 P 1			11.88
	303	1904	923	00 P 1	3,039.50	18,224.19	18,735.19
	303	1904	923	00 N 1		202.64	202.64
			TOT	P1	3,703.69	34,961.11	76,178.57
			TOT	N1		612.04	1,303.99
			** JOB TOTALS **		3,703.69 **	35,573.15 **	77,482.56 **

0016490000063081 CONT NO FA PROJ NOS M 718002 100 STATE

303	1905	296	00 N 9	Transfer State Funds	10,807.58CR		24,703.58CR
303	1905	297	00 N 9	Transfer County Funds			3,600.00
303	1905	298	00 N 9	Transfer Fed Funds	10,807.58		21,103.58
303	1905	901	00 P 1	Resident Engineer			14,242.64 ✓
303	1905	901	00 N 1	Resident Engineer	29.03		29.03 ✓
303	1905	903	00 P 1	Work by Local Government			788.68 ✓ 100%
303	1905	905	00 P 1	Final Design			4,489.96 ✓
303	1905	909	00 P 1	R/W Descriptions			1,717.08 ✓
303	1905	910	00 P 1	Soils & Geology			798.40 ✓
303	1905	911	00 P 1	Traffic			136.96 ✓
303	1905	913	00 P 1	R/W - liaison and relocation			474.44 ✓
303	1905	914	00 P 1	Utility Liaison	64.05CR		113.40 ✓
303	1905	914	00 N 1	Utility " 1.85CR	1.85CR		1.85CR ✓
303	1905	915	00 P 1	Audit	267.45		267.45 ✓
303	1905	915	00 N 1	Audit .24	.24		.24 ✓
303	1905	920	00 P 1	Project Management			218.70 ✓
303	1905	921	00 P 1	Specifications	240.00CR		1,134.66 ✓
303	1905	922	00 P 1	Administrative Services Engr.			20.80 ✓
303	1905	923	00 P 1	Environmental			122.90 ✓
303	1905	950	00 P 1	Employee Training			65.18
		TOT	P1		36.60CR		24,596.25
		TOT	N1		27.42		27.42
		** JOB TOTALS **			1.61CR	9.18CR**	24,623.67 **

HWY-33RD AVE CONT NO FA PROJ NOS XI 714003 100 STATE

303	1906	295	00 N 9				1,100.00
303	1906	296	00 N 9			1,900.67CR	12,405.00CR
303	1906	298	00 N 9			1,900.67	11,305.00
303	1906	901	00 P 1		141.32	306.83	10,700.07
303	1906	905	00 P 1		909.66	2,992.22	2,992.22

#9072

December 19, 1980

The American Insurance Company
P. O. Box 3825
Portland, OR 97208

COM 5
#9072

Gentlemen:

On December 16, 1980, we wrote to you concerning release of final payment on Contract No. 9072 awarded to Willamette-Western Corporation for work on the Southeast 122nd Avenue-Southeast 162nd Avenue Section of FAU 9715 in Clackamas County.

Final payment on this contract is $1,001.10 and the total contract amount is $175,249.30, including $55.11 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms

cc: Willamette-Western Corporation
3510 S.W. Bond
Portland, OR 97201

Corrcon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

bc: C. T. Keaney
Walt Hart
E. L. Hardt

#7072 10-30-80

DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-9718(2)

STATE PROJECT NO.
See Below

COUNTY NAME
Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G.L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80149

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
10/30/80

FEDERAL ROUTE NUMBER
FAU 9718

STATE ROUTE NUMBER
County Road

RECEIVED
STATE HWY ENGR
NOV 4 - '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

GENERAL LOCATION:
SE 132nd Ave. - SE 142nd Ave.

11-4

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change See Below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10/23/80 I approve the revised Preliminary Engineering Costs to a TEC of $24,700 Federal Funds $21,192.

(Increase TEC $12,700 FF $10,896)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10/30/80	G. K. Hoover	for Division Administrator

FORM FR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

#9072 10-16-80

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: -9718(4)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division, Salem, OR

PROGRAM NO.:

ITEM NO.: 80149

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

10-24 orig

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO.
Machrum
FOR
Info | Insp. | Rec. | Ck. | Sch. | Alt. | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
8-30-79	8-14-80	FAU 9718

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

S. E. 132nd Avenue - S. E. 142nd Avenue

GENERAL DESCRIPTION OF WORK:

Fertilize, seed and mulch roadbed slopes

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 8-14-80, as requested in Mr. Keasey's letter of 10-1-80 as being in the public interest for the use of County Forces to proceed with the above work. County Force Order No. 3 is approved for TEC NTE $500.00, Federal Funds $425.00

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-16-80	[signature]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED.

☆ U. S. GOVERNMENT PRINTING OFFICE: 1979—631-466

9072

10-14-80

Clark

NARRATIVE REPORT

PROJECT: S.E. 132nd Ave. - S.E. 142nd Ave.

PREFIX: 303-1012 CONTRACT #: 9072 FEDERAL AID #: IX-9718(4)

DATE OF CONTRACT: 8 January 1980

DATE OF COMPLETION TIME LIMIT: 28 July 1980

DATE WORK STARTED: 21 May 1980

DATE WORK COMPLETED: 28 July 1980

TIME OVERRUN: None

CONTRACTOR: Willamette Western Corp.

SUBCONTRACTORS: None

This project was to relieve double right angle corners on Sunnyside Rd. Curvature was reduced from 180° to 79°. The project was done for Clackamas County.

Traffic was controlled by flagging and by stage construction. There were no problems with this.

A telephone and a gas line were lowered on the east end of the project. The work left a soft muddy mess in the subgrade. Some of this was subexcavated and backfilled with P.M.B.B. to stabilize it.

The project was twice delayed by rain but was eventually finished on time. The work went as planned with no particular problems.

Vorsteeg
Anderson
Christensen
Olsen
Sullivan COPY
Terpin
Trout
Wakerlig

RECEIVED
OCT 14 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: S.E. 132nd Ave.-S.E. 142nd Ave.
Highway: FAU 9718 (Sunnyside Rd.)
County: Clackamas

Contract No.: 9072
Prefix: 303-1012
F.A. No.: IX-9718(4)

Item No.	Item	Unit	Original	Semi-Final	%(+or-)
	SUMMARY				
	Bid Items	$	176,889.00	174,774.28	- 1 %
	Anticipated Items	$	1,660.00	-	
	Contingencies	$	8,034.71	-	
	Engineering	$	16,069.41	15,500.00	- 4 %
	Liquidated Damages	$	-	-	
	Total	$	202,653.12	191,913.80	- 5 %

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No changes meaningfully affected the total project cost.

9072

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.E. 132nd. Ave.- S.E. 142nd. Ave.

HIGHWAY: Sunnyside Rd.

WEEK ENDING: Oct. 4, 1980

SECTION PREFIX: 303-1012

COUNTY: Clackamas

NAME OF JOB: S.E. 132nd.-S.E. 142nd. Ave.

KIND OF WORK: Grading and Paving

CONTRACTOR: Willamette Western Corp.

CONTRACT NUMBER: 9072

FEDERAL AID PROJECT NUMBER: IX-9718(4)

DATE OF CONTRACT: January 8, 1980

DATE WORK STARTED: May 21, 1980

ESTIMATED COMPLETION DATE: July 28, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: 0 SUPERVISION 0

SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS 150
SPECIFIED COMPLETION DATE

WORK DAYS USED
CALENDAR DAYS USED 150

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 202,653.12

EXCLUSIVE OF ENGINEERING: $ 186,583.71

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 186,583.71

ESTIMATED PERCENT OVERRUN / UNDERRUN: ____ %

ENGINEERING AUTHORIZATION: $ 16,069.41

ENGINEERING COST TO DATE: $ 15,600.00

PERCENT OF AUTHORIZATION: 97 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: July 28, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	Lime Treat. Subgrade	PAVING	
MILES IN PROJECT								
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)			7,410 CY			6,300 SY	650 Ton	
TOTAL QUANTITIES CORRECTED TO DATE			6,500 CY			2,000 SY	714 Ton	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			6,500			2,000	714	
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	0		
MONDAY	Clear	0		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY		0		

RECEIVED
OCT 6 1980
CONSTRUCTION BRANCH

Kenny, Jackmond, Hopkins, Williams, Johnsen, Olson, Richards, Berg, Inloes, Widmer, Gebauer, Church

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
9/28 SUNDAY	No activity.
9/29 MONDAY	No activity.
9/30 TUESDAY	No activity.
10/1 WEDNESDAY	No activity.
10/2 THURSDAY	No activity.
10/3 FRIDAY	No activity.
10/4 SATURDAY	No activity.

REMARKS

Office work on Semi-Final

SIGNED W.E. Hoffman Res. Engr. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9072 LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 9718(4)

STATE PROJECT NO.: See Below

FROM: G.L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80149

COUNTY NAME: See Below

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon Department of Transportation
State of Oregon
Salem, Oregon

10-9
Orig

RECEIVED
STATE HWY ENGR
OCT 9 - '80
REFER TO
Moehring
FOR
Dist | Area | Proj | Dsgn | Matl | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8/30/79	8/29/80	FAU 9718	County Road

GENERAL LOCATION:

S.E. 132nd Ave. - S.E. 142nd Ave.

GENERAL DESCRIPTION OF WORK:

Remove existing guardrail and furnish and install type 2A with end pieces and concrete anchors.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ~~XXXXXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 8/29/80, as requested in Mr. Keasey's letter of 9/23/80 as being in the public interest for the use of County Forces to proceed with the above work. State Force Order No. 4 representing county work, is approved for TEC NTE $8,482 Federal Funds $7,515.

(The above authorization does not require an additional obligation of funds)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10/1/80	G K Hansen	For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-465

#9072
Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9718(4)
SE. 132nd Ave.-SE. 142nd Ave.
Sunnyside Rd., Clackamas County
Order for Force Work #2

Date: September 5, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Keasey's September 3, 1980, letter requesting approval of the subject Order for Force Work covering the County's cost to inspect has been reviewed.

This work is considered to be administrative and, therefore, is not eligible for Federal-aid participation.

G. L. Green

cc:
OSHD (C T Keasey)

RECEIVED
STATE HWY ENGR
SEP 9'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9-18 cf

STATE COPY

Oregon OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Clackamas
MONTHLY TRANSACTION NO. 1072 I-110	FEDERAL-AID PROJECT AGREEMENT	County: IX-9718(4)
		Project No.

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., S.E. 132nd Ave. to S. E. 142nd Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	11-28-79	0.218
CONSTRUCTION		
OTHER *(Specify)*		

85.00%

ESTIMATED COST OF PROJECT	FUNDS FEDERAL SHARE
$ 237,179.00	$ 201,600.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By Operation Programming Engineer

XX For: H. S. Coulter
(Title)

By State Highway Engineer

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By For: G. L. Green
(Division Administrator)

Date executed by Division Administrator 1-24-80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, January 15, 1980

Federal Aid Project
No. IX-9718 (4)

S.E. 132nd Ave.-S.E. 142nd Ave. Section
FAU 9718 (Sunnyside Road)
Clackamas County

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 58+50 to Sta. 70+00)

Mobilization	All Required		$ 17,205.00
Temporary Protection and Direction of Traffic	All Required		6,370.00
Temporary Signs	179 Sq.Ft.	5.00	895.00
Temporary Barricades	26 Each	100.00	2,600.00
Temporary Plastic Safety Markers	4 Each	70.00	280.00
Temporary Delineators	28 Each	25.00	700.00
Flagmen	300 Hour	19.00	5,700.00
Temporary Reflective Pavement Markers	44 Each	6.00	264.00
Clearing and Grubbing	All Required		3,000.00
Removal of Structures and Obstructions	All Required		3,460.00
General Excavation	7,410 Cu.Yd.	3.50	25,935.00
Finishing Roadbed and Slopes	All Required		7,460.00
Watering	100 M-gal.	12.50	1,250.00
Bituminous Base	2,175 Ton	25.00	54,375.00
Aggregate Shoulders	600 Ton	11.00	6,600.00
Lime Treated Subgrade	6,300 Sq.Yd.	2.10	13,230.00
Lime for Treated Subgrade	70 Ton	90.00	6,300.00
Class "B" Asphalt Concrete	650 Ton	25.00	16,250.00
12-inch Culvert Pipe	186 Lin.Ft.	12.50	2,325.00
Extra for Asphalt Approaches	8 Each	200.00	1,600.00
Delineators	28 Each	25.00	700.00
			$176,499.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 650.00
Remove Pavement Striping (Exist. & Temp.)	All Required	300.00
		$ 950.00
	Subtotal	$177,449.00
	Engineering	23,955.00
	Total	$201,404.00

Oregon State Highway Division
Salem, Oregon, January 15, 1980

Federal Aid Project
No. IX-9718 (4)

Length of Project - - - - - - - - - - - - - 0.218 Mile
Cost of Roadway Per Mile - - - - - - - - - $923,871.55

Work Retained in Program Status
(not included in amounts below)

Roadside Seeding and Mulching	All Required	$ 500.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$201,404	$171,193	$18,126	$12,085
Reserve	35,773	30,407	3,220	2,146
Total	$237,177	$201,600	$21,346	$14,231

Group 1 - 100%
Contract No. 9072
Prefix: 303-1905
Prefix: 303-1012

Oregon State Highway Division
Salem, Oregon, January 15, 1980

Federal Aid Project
No. IX-9718 (4)

S.E. 132nd Ave.-S.E. 142nd Ave. Section
Nonparticipating - State Work

Furnish Mailbox Posts	All Required		$ 210.00
Setting Mailbox Posts	13 Each	30.00	390.00

9072

9718

December 20, 1979

Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

COM 4

Attn: Winston W. Kurth
Asst. Director
Department of Environmental Services

Gentlemen:

On December 20, 1979 a satisfactory bid was received from Willamette-Western Corp., P.O. Box 3320, Portland, Oregon 97208 for construction on the S.E. 132nd Avenue - S.E. 142nd Avenue Section, FAU 9718. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$176,889.00
Permanent Pavement Striping	$ 650.00
Remove Pavement Striping (Exist. & Temp.)	300.00
Roadside Seeding & Mulching	500.00
Furnish Mailbox Posts(6 @ $35)	210.00
4 1/2% Contingencies	8,034.71
9% Engineering	16,039.41
ESTIMATED TOTAL COST	$202,653.12

County's Advance Deposit:
6% of $202,653.12 = $12,159.19 or say $12,160.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than January 13, 1980.

Please make your check for $12,160.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

DES:pf

bcc w/AD # 711: Jon Rose, Region 1 Federal Aid Engineer
Vern Skoog - Please return completed AD # 711 when check is received.

W R

9072 9718

Section S.E. 152nd Ave. - S.E. 172nd Ave. Programming Estimate $ _____

Highway FAU 9718 (Sunnyside Rd.) Project Length 0.22 mi.

County Clackamas Completion Time 150 CWD

Kind of Work Grading and Paving Est. Comp. Date 7-28-80

Prefix 303-1905 Letting Date Dec. 20, '79 Project No. IX-9718(4)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ ~~175,981~~ 180,357 00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping	650	
Temporary Pavement Striping		
✓ Remove Pavement Striping (Exist. & Temp.)	300	
Temporary Erosion Control		
State Furnished _____		
✓ Roadside Seeding & Mulching	500	$ 1,660 00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
✓ Furnish Mailbox Posts 6.35	210	
Adjust Utilities:		
_____		
_____		
_____		
_____		
_____		

Subtotal $ ~~175,641~~ 182,017 00

Contingencies (4-1/2%) . . . . . ~~7,905~~ 8,190 55

Engineering (8, [9], 10%) . . . . . ~~15,807~~ 16,381 69

~~Subtotal~~ $ ~~199,353~~ 206,589 30

Credit for _____ _____

Estimated Net Authorization, Construction . . . . . $ _____

APPROVED cc: Max Klotz

Rec'd. 11-21-79 OK N

J. K. Lindsey

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 2

Date Sept. 14, '79

Section S.E. 132nd Ave. - S.E. 142nd Ave. Nov. 15

County Clackamas

Kind Of Work Grading & Paving

Length

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization 3%		All	All	-	13,000-
	Temporary Protection and Direction of Traffic		All	All	-	2,000-
	Temporary Signs		Sq. Ft.	179	6-	1,074-
	Temporary Barricades		Each	26	115-	2,990-
	Temporary Plastic Safety Markers		Each	4	80-	320-
	Temporary Delineators		Each	28	18-	504-
	Flagmen		Hour	303	~~22~~	6,600-
	Temporary Reflective Pavement Markers		Each	44	4.50	198-
	ROADWORK					
	Clearing and Grubbing		All	All	-	5,200-
	Removal of Structures and Obstructions		All	All	~~-~~ 00	2,750-
	General Excavation		Cu. Yd.	7,410	~~4~~ 3.50	29,640-
	Finishing Roadbed and Slopes		All	All	-	2,200-
	Watering		M-Gal.	100	10-	1,000-
	Bituminous Base ~~Mixture~~		Ton	2,175	~~27~~ 26.00	58,725
	~~Asphalt in Bituminous Base Mixture~~		~~Ton~~	~~120~~	~~132~~	
	Aggregate Shoulders		Ton	600	9-	5,400-
	Lime Treated Subgrade		Sq. Yd.	6,300	3-	18,900-
	Lime for Treated Subgrade		Ton	70	~~75~~ 80-	5,600-

OREGON STATE HIGHWAY DIVISION

~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE

Sheet 2 of 2

Date Sept. 14, '79

Section S.E. 132nd Ave. - S.E. 142nd Ave. County Clackamas

Kind Of Work Grading & Paving Length _____ Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Class "B" Asphalt Concrete		Ton	650	27 ~~50~~ ~~26~~	17,875 ~~16,900~~
	12-inch Culvert Pipe		Lin. Ft.	186	15 ~~15 50~~	2,790
	Extra for Asphalt Approaches		Each	8 ~~7~~	250 ~~200~~	2,000
	Delineators		Each	28	22 ~~23~~	616
	Setting Mailbox Posts		Each	13	75 ~~57~~	975

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9072

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-28-79

FEDERAL AID PROJECT NO.: -9718(4)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.:

ITEM NO.: 80149

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 - '79
REFER TO
Mailing
FOR
Info | Prves | R/D | B/R | Sign | Act | File

12-5 orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-30-79	11-28-79	FAU 9718	County Road

GENERAL LOCATION:

SE 132nd Avenue - SE 142nd Avenue

GENERAL DESCRIPTION OF WORK:

Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☒ OTHER (Specify) Perm. Pavement Striping SF $650
Remove Striping SF $300

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 11-26-79 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $237,200 Federal Funds $201,600.

A signed copy of the revised Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-28-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-015

9072

Clackamas 2

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 11/21/79
Donald L Root

Dec. 20, 1979 Bid Letting _____ All Clear Deadline

SECTION SE 132nd-SE 142nd
Highway _____
County Clackamas County Region 1
Type of Work _____ Funds _____
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment		X			X
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study		X			

9072

11-17-79

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 703
508-1925

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-9171(1)
Project Name 24 Road No. - Dimmick Rd.
Intersection

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☒ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at _____, Oregon, this _____ day of _____, 19__

R/w was acquired by D.O.T. for the County

County of _____

_____
County Judge/Chairman

_____
Commissioner

_____
Commissioner

Certified By:

Kenneth Rule
Regional Right-of-Way Supervisor
Date 11-19-79

Instructions: Complete A or B and C.
R/W File No. 50516-A FB
Rev. 1/76

Section S.E. 132nd Ave. - S.E. 142nd Ave. Programming Estimate $ 193,000

Highway FAU 9718 (Sunnyside Rd) Project Length 0.22 mi.

County Clackamas Completion Time 150 CWD

Kind of Work Grading and Paving Est. Comp. Date 7-28-80

Prefix 303-1905 Letting Date Nov. 15, '79 Project No. IX-9718(4)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 173,981.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping	650	
Temporary Pavement Striping		
✓ Remove Pavement Striping (Exist. & Temp.)	300	
Temporary Erosion Control		
State Furnished _____		
✓ Roadside Seeding & Mulching	500	$ 1,660.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
✓ Furnish Mailbox Posts (Cost)	210	
Adjust Utilities:		
_____		
_____		
_____		
_____		
_____		
Subtotal		$ 175,641.00
Contingencies (4-1/2%)		7,903.85
Engineering (8, 9, 10%)		15,807.69
~~Subtotal~~		$
Credit for _____		
Estimated Net Authorization, Construction		$ 199,352.54
		x 85%
		~~#~~ 169,449
		TIP 162,704 IX
		NEED #6,745

APPROVED cc: Max Klotz Rec. 9/27/79 # Looks OK!

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 2

Date Sept. 14, '79

Section S.E. 132nd Ave. - S.E. 142nd Ave. Nov. 15

County Clackamas

Kind Of Work Grading & Paving

Length

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All	-	13,000-
	Temporary Protection and Direction of Traffic		All	All	-	2,000-
	Temporary Signs		Sq. Ft.	179	6-	1,074-
	Temporary Barricades		Each	26	115-	2,990-
	Temporary Plastic Safety Markers		Each	4	80-	320-
	Temporary Delineators		Each	28	18-	504-
	Flagmen		Hour	300	21-	6,300-
	Temporary Reflective Pavement Markers		Each	44	4.50	198-
	ROADWORK					
	Clearing and Grubbing		All	All	-	5,200-
	Removal of Structures and Obstructions		All	All	-	2,750-
	General Excavation		Cu. Yd.	7,410	3.50	25,935-
	Finishing Roadbed and Slopes		All	All	-	2,200-
	Watering		M-Gal.	100	10-	1,000-
	Bituminous Base ~~Mixture~~		Ton	2,175	~~19~~ 27.00	58,725-
	~~Asphalt in Bituminous Base Mixture~~		~~Ton~~	~~120~~	~~132~~	
	Aggregate Shoulders		Ton	600	9-	5,400-
	Lime Treated Subgrade		Sq. Yd.	6,300	3-	18,900-
	Lime for Treated Subgrade		Ton	70	76-	5,320-

OREGON STATE HIGHWAY DIVISION

~~S ARY BID SCHEDULE~~ --COST ESTIMA

Sheet 2 of 2

Date Sept. 14, '79

Section S.E. 132nd Ave. - S.E. 142nd Ave. County Clackamas

Kind Of Work Grading & Paving Length _____ Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Class "B" Asphalt Concrete		Ton	650	26-	16,900-
	12-inch Culvert Pipe		Lin. Ft.	186	12 50	2,325-
	Extra for Asphalt Approaches		Each	8 ~~7~~	200-	1,600-
	Delineators		Each	28	20-	560-
	Setting Mailbox Posts		Each	13	60-	780-

9072

OREGON STATE HIGHWAY DIVISION

TO: 9716 Curt Darvall, Metro

SUBJECT: 132nd Ave - 142nd Ave. Sec Sunnyside Road

FROM: Pat Cameron

DATE: 10-16-79

Clackamas county just want the old road cut off so that no one will be attracted to try and use it as access at sta 61+.

They would like both a physical and visual barrier.

P P Cameron
(SIGNATURE)

PLEASE REPLY HERE

CC:

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS	BY CONTRACT NUMBER
INDEX	

INDEXING BEGINS WITH : 9037 continued from Reel 213 ENDS WITH 9077 to be continued on Reel 215

FLASH CARDS:

REMARKS: _____

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X -	214	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 20th DAY OF March 1990 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A. Cokeley

SIGNATURE OF CAMERA OPERATOR